

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 26.]

SATURDAY, JUNE 25, 1870.

[WHOLE No. 1,784, VOL. XLIII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

## PRINCIPAL CONTENTS.

Little Rock, Pine Bluff and New Orleans R.R.	705
Changeable Gauge Cars	705
Portland and Ogdensburg Railroad	705
Chicago, Rock Island and Pacific Railroad	706
Lake Superior Copper Mines	708
Pittsburgh and Connellsville Railroad	708
Wilmington and Reading Railroad	709
Railroad Earnings	711
Federal and State Securities	712
Dividend and Interest Tables	710, 713
Railroad Share List	718
Stock Exchange and Money Market	725
Journal of Railroad Law	728
Memphis and Little Rock Railroad	728
Manufacture of Iron and Steel in the United States	728
New York Western Railroad	729
Sabula, Ackley and Dakota Railroad	729

## American Railroad Journal.

New York Saturday, June 25, 1870.

### Little Rock, Pine Bluff and New Orleans Railroad.

This road, which is now in course of construction, runs through the prolific cotton region of the State of Arkansas, and will become one of the most important and profitable roads in the southwest. Penetrating a section of country thus favored, and primarily an outlet speedier and more certain than any other for the immense products of the valley of the Arkansas, this road is something more. Built as a levee, it will protect whole districts of country from inundation; at the same time, the continuous line of ditches, which are necessary to its construction, will serve to effectually drain and reclaim thousands of acres of the most valuable cotton lands—lands capable of producing a bale to the acre—thereby fitting them for settlement, by making them at once tillable and healthful. And further: intrenched behind the substantial barrier presented by a railroad embankment, the position of which is chosen in entire disregard of all petty local interests or preferences, and with a view to permanency alone—rendered doubly secure by a guaranty of constant watchfulness on the part of the Railroad Company

—sentinelled day and night by its employees—with the telegraph to warn of danger, and with every possible facility to instantly command and concentrate labor at the threatened point—so guarded and protected in perpetuity, the vast and fertile region above referred to, embraced within the richest counties must by reason of its more inviting soil and readier accessibility, largely outgrow in population all other sections of the State; and with this growth of population, who can estimate the business which this great alluvial basin may send over the road?

### Changeable Gauge Cars.

The Erie Railway Company, having a road of six feet gauge, have long suffered from the inconvenience of transshipping their freight to and from the Western railroads connecting with them, which have gauges varying from four feet eight inches to five feet and a half. This annoyance will soon be obviated by the recent invention of a car with shifting wheels, which can accommodate itself to roads of any of the five gauges existing in the United States. A steel feather, one and a half inches in width, is inserted in a lateral groove in the axle, five-eighths of an inch deep. This strengthens it, instead of weakening it. Notches are cut in this feather, in order that the wheels may be spread apart or moved nearer together.

In order to test the experiment, a car constructed in this manner was sent, a fortnight ago, over the various gauges between this city and San Francisco with perfect success. The construction of 1,000 freight cars of this description, and several passenger cars, has therefore been ordered.

The change in the position of the wheels of these cars will be created by running the cars for a short distance over a gradually contracting track at the station where the changes of gauge occur.—N. Y. Standard.

### Portland, Saco and Portsmouth Railroad.

At the annual meeting of the stockholders of this company at Portsmouth, N. H., on the 6th inst., the following gentlemen were elected directors for the ensuing year; Ichabod Goodwin, Portsmouth; Charles E. Barrett, Portland; Stephen H. Bullard, Boston; John B. Brown, Portland; Nathaniel Hooper, Boston; S. Lothrop Thorndike, Boston; Asahel Huntington, Salem. It was voted by a large majority of the stockholders that the present contract with the Boston and Maine and Eastern Railroads, and Portland, Saco and Portsmouth road, be annulled, and the mat-

ter was left in the hands of the Directors to carry out the provisions of the vote.

### Portland and Ogdensburg Railroad.

A letter to the Boston Journal, dated Portland, June 18th, says the contractors are fast pushing ahead the work of construction on this road. Two miles of track have been laid from Cumberland Mills toward Portland, and so straight is it that, standing on the western promenade in this city, the track can be seen distinctly for five miles without interruption. The Portland and Kennebec depot here will be used by the Portland and Ogdensburg until the new Union depot is built in the course of a few years. The bridges between here and Cumberland Mill are in a forward state of construction. Mr. John E. Donnell, one of the directors, who is in Europe, has purchased 2,000 tons of rails in South Staffordshire, which will be shipped at once. The Portland Rolling Mills are also busy at work on rails for this and other roads. A contract has been made with Osgood Bradley of Worcester for two first-class passenger cars, and they are now being built. The Portland Company here are building two first-class locomotives, forty platform and twenty box cars.

The improved Whitman sleeper is being laid on the Portland and Ogdensburg road, the improvement being in the insertion of a hard wood block in the soft wood tie, where the rail rests, thereby equalizing the wear of the whole sleeper, equal to 100 per cent. longer use, at a small cost.

The Otter Pond filling near Lake Sebago has been successfully accomplished, many more difficult places being met with on other roads in Maine, as in other States. The managers of the Portland and Ogdensburg are experienced men, and the work is therefore being well done.

The St. Francis and Megantic International Railway Company was organized at Cookshire on the 26th May, with J. H. Pope, Esq., President, J. S. Sanborn, Vice President, and R. W. Heneker, Esq., Secretary and Treasurer. This proposed line will connect the Massachusetts Valley and Grand Trunk roads with a line passing through Maine to the Lower Provinces, making the most direct route between Montreal and the West and Halifax, St. John and other Eastern points.

Advices from the surveying expedition on the Isthmus of Darien to the 30th of May report no material progress in the work.

The route of the Newark and Hudson Railroad which was chartered by the legislature New Jersey last winter is from the foot of Gouverneur street, Newark, directly to the Erie tunnel, and thence up the Hudson toward Hoboken. The incorporators named in the act are: G. N. Abeel and Nehemiah Perry, of Newark; G. Delir and H. Holmes, of Belleville, and Job Hopper, of Paterson. The incorporators will soon meet to effect an organization and take measures for the construction of the road.

#### Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the years ending March 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers .....	\$1,292,604 84	\$1,786,966 78
" freight .....	3,575,915 56	3,587,002 20
" mails .....	34,848 48	50,931 62
" express .....	81,886 83	91,351 52
" rents, etc .....	70,815 27	84,415 44
" inter't on loans, etc .....	176,908 77	394,608 79
	\$5,231,979 75	\$5,995,266 20

#### Disbursements:

Salaries of agents and clerks .....	\$164,097 81	\$181,096 39
Books, printing and stationery .....	22,996 20	50,527 90
Station house expenses .....	45,206 51	85,100 61
Labor of hand'l'g fr'ght, watchmen, etc .....	215,822 25	289,744 07
Conductors, baggage-men and brakemen .....	106,506 50	146,467 20
Enginemen & firemen .....	187,898 93	225,589 98
Fuel account .....	247,617 05	296,487 27
Oil, tallow and waste .....	83,990 87	58,106 37
Loss and damage of goods and baggage .....	9,387 46	14,541 90
Damages for injuries to persons .....	20,659 83	10,110 40
Exchange, interest and discount .....	62 57	40 00
Contingent account .....	36,405 77	71,717 23
Repairs of engines and tenders .....	201,676 44	277,011 42
Repairs of cars .....	284,779 83	299,141 36
Tools & machinery in shops .....	18,202 85	29,972 17
Repairs of roadway & track .....	402,634 59	572,793 17
Cost of iron for repairs and renewal of rails .....	255,362 16	446,120 80
Repairs of fences and gates .....	32,029 42	34,591 53
Repairs of bridges and draws .....	64,446 80	72,363 91
Repairs of buildings & fixtures .....	40,373 49	63,170 87
Damages for cattle killed or injured .....	21,492 68	43,522 80
Repairs of telegraph .....	3,128 36	7,689 85
Car service .....	1,900 76	.....
	\$2,366,679 18	\$3,276,267 20
Legal expenses .....	6,621 14	19,221 25
Taxes on real estate .....	118,153 35	116,849 94
U. S. Gov. tax .....	32,426 99	44,452 85
	\$2,523,880 61	\$3,456,791 24

Net earnings.....\$2,708,099 14 \$2,538,474 96

#### From which deduct—

Rent of Peoria and Bureau Valley Railroad .....	\$125,000 00
Interest on bonds .....	615,650 00
Dividends, including tax 1,326,301 57	
	2,066,951 57

Leaving a balance of.....\$471,523 39

Add balance of income account March 31, 1869.....1,597,244 02

Total, as in Balance Sheet.....\$2,068,767 41

There has been expended during the year an account of construction and equipment, as follows:

Land and land damages .....	\$102,603 18
Equipments .....	835,075 81
Engineering and contingent expenses .....	11,377 61
Grading .....	473,267 82
Superstructure and bridging .....	299,787 57
Fencing .....	72,669 07
Station buildings, shop and fixtures .....	179,525 20
New shops, Chicago, including machinery and tools .....	78,534 40
Construction repairs .....	538,823 68

Total.....\$2,581,663 84

The leading items of expenditure for renewals of track during the year, are as follows:

190,116 Ties .....	\$103,876 84
2,924 Tons new iron rails .....	247,868 14
4,021 " rails re-rolled .....	141,073 77
1,419 " new steel rails .....	188,313 95
387,350 Lbs. spike .....	19,367 50
6,000 " screw spike .....	543 56
54,395 " steel fish bars .....	3,145 40
369,461 " iron fish bars .....	13,974 68
129,975 " bolts for fish bars .....	8,847 85
3,000 Pratt's Compensating fish joints .....	5,250 00

During the year 31.64 miles of track were relaid with new iron rails; 42.85 miles with re-rolled rails; and 15.72 miles with steel rails. Total steel rail now in use, 29.9 miles. The number of rails repaired at company's shops was 26,470, costing \$17,987 59—an average of 67.96 cents for each rail repaired.

The Superintendent, in his report, says that "nothing has occurred since the date of the last annual report to change the opinion therein expressed of the economy and expediency of using Steel Rails, and contracts have been made for the delivery of 3,000 tons of English Bessemer Steel Rails and 100 tons of Booth's Steel Capped Rail, the coming season. This, with the worn out iron rails re-rolled, it is anticipated will be sufficient to maintain the track in its present good condition, and fully meet the requirements arising from wear and depreciation." The average cost per ton in currency for steel rails has been \$132 70; for new iron rails, \$34 75; and for re-rolling iron rails, \$35 07. The President, in his report, says:

Since the date of the last annual report your railroad was opened for business to the Missouri River at Council Bluffs, on the 7th day of June, 1869, as promised therein, and has been constantly operated since that time with a fair degree of success. The extreme wet summer and fall of 1869 has increased the expenses of keeping up the track on the new part of the road above what may be expected in the future.

The new bridge across the Mississippi River, the building of which is in charge of the United States, has progressed slowly, but it is expected that it will be completed within a year from this time. The company have not been required to expend any money in connection with it except for the purchase of property for right of way, (about \$80,000), which has been charged to construction account.

The bonds of the Railroad Bridge Company, the payment of which were guaranteed by the Chicago and Rock Island Railroad Company, and by the Mississippi and Missouri Railroad Company, became due on the 10th of January last, and have been provided for entirely by this company.

By the terms of agreement between the two companies, the Miss. and Mo. R. R. Co. should have paid one-half the amount, and it is supposed that this company have a legal claim for that amount against the M. & M. R. R. Co., and if so, under the ruling of the Circuit Court of the United

States in a case where that company was a party, it is believed that it may eventually be collected.

It will be seen by reference to the report of the General Superintendent, that there has been expended for construction and equipment during the year the sum of \$2,581,663 84, the details of which are fully set out therein. It should be observed, however, that considerable of this sum is for work done and materials supplied prior to April 1st, 1869, which had not then been estimated and paid for. It will be perceived that a large increase of motive power and rolling stock has been made, both by purchase and construction in the company's shops, but still more is required, and the necessity for an increase will be constant with the increase of business. The company now operate 598¾ miles of road, and the tonnage is and will continue to be largely increasing from year to year.

The Superintendent states that the general condition of the motive power is materially improved, and the rolling stock fully maintained.

Ninety miles of track have been relaid during the past year. The company have about thirty miles of track laid with steel rails, and it is the intention to continue to add thereto. The opinion of the Superintendent in relation to the use of steel rails is fully endorsed by the Board of Directors from past experience.

#### LAND GRANT.

The Land Grant made by the United States and by the State of Iowa to the Mississippi and Missouri Railroad Company and to this company, has been all adjusted, except in one Land District in Iowa, of such lands as were acquired by Act of Congress of June, 1864, (estimated at 15,000 acres,) and it is expected by the Land Commissioner that this will be disposed of at the General Land Office very soon. That done (and there being the amount so estimated), the company will have obtained under the grants and purchase 552,649 acres to which the title is deemed clear from any difficulty. There is also about 50,000 acres known as "Rejected Swamp Selections," which have been certified by the United States, but there is a question as to whether the company can hold it. Most of the lands belonging to the company are in the counties west of Des Moines, and are generally of good quality. The completion of the road to Council Bluffs has made the lands accessible for settlement, and sales have been commenced. The policy of the company thus far has been to sell only to those who desired actually to settle upon and cultivate them. To such, inducements are offered by fair prices and liberal terms. There have been disposed of up to April 1st, 1870, about 14,600 acres, and sales since that time have been increasing.

#### CHICAGO AND SOUTHWESTERN RAILWAY.

Some two years since a project was started to build a railroad from Leavenworth, Kansas, in a northeast direction, to connect with the railroad of this Company at such point as might be deemed most desirable. A company was organized in Missouri, under the laws of that State, and one subsequently in Iowa, under its laws, which two companies were afterwards consolidated, in accordance with the laws of the two States. Work was commenced at the west end, and had progressed to a considerable extent before the consolidation. Application was then made to this Company to guarantee the bonds of the consolidated company to the extent of \$20,000 per mile, and not to exceed \$5,000,000, the proceeds of which it was alleged, with the stock subscriptions that would be obtained, would build a first class railroad and complete every part of it ready for the rolling stock. In June last several of the directors visited Leavenworth and made an examination into the matter, and subsequently the Chief Engineer of this Company made an examination of the country through which the line would pass. From those examinations and other information obtained, it was believed that there was no doubt that when the road was built and in operation it would certainly earn enough net to pay the interest upon the bonds as well as a fair sur-



plus, and that it would prove a valuable feeder to the road of this Company. It was finally decided to connect the road with that of this Company at Washington, the present terminus of the branch from Muscatine, making the line from Leavenworth to Washington about two hundred and fifty miles in length. Negotiations commenced and were continued until it was agreed that this Company would guarantee the bonds to the extent heretofore stated. At about the same time a contract was made by that Company, with responsible parties, for the construction of the entire line on such terms that no doubt existed of the ability of the Company to comply with its conditions, if the bonds could be sold and the money realized therefrom. The bonds were prepared, secured by a first mortgage upon all the property of the Company present and prospective, and were guaranteed by this Company. It is understood that nearly all the bonds are sold, and that there is no doubt of the Company's ability to comply with its contract for construction. From Leavenworth to Cameron, about fifty miles, the road is nearly completed. The remainder of the road is to be built from the east end. The grading to Fairfield, a distance of twenty-eight miles, is nearly completed, and work is going on west of Fairfield. It is expected that track-laying will immediately commence, and be pushed forward vigorously. The contract requires the completion of the entire line by November 1st, 1871, and it is the intention of the contractors to finish it before that time. All proper safeguards are inserted in the contract between the two companies to insure the application of the proceeds of the bonds so that the money shall be applied *pro rata* to each section of the entire line.

The bonds and proceeds thereof, are held by this Company, and only paid over upon the order of its President, upon satisfactory estimates of the work done and the location thereof. A sufficient amount is set aside to pay for the superstructure of the whole line. It is expected that this Company will equip and operate the road upon such terms as are just and equitable, to be agreed upon hereafter. There are proper clauses in the contract to ensure a running arrangement, by which the business of that line going east of Washington, shall pass over the line of this Company, whether or not it is operated by it. Other clauses there are and acts done by which for several years at least, this Company can easily insure itself that the contract shall be fully complied with. On the whole, it is believed, by all the directors, that its construction and operation will add very largely to the earnings of your line, and no principle is better settled than that when a railroad will likely prove self-sustaining and be a valuable feeder to another railroad company, that company is perfectly justified in taking the risks of the guaranty to insure its construction.

#### ASSETS OF THE COMPANY WHICH DO NOT APPEAR IN THE TABLES ATTACHED TO THE REPORT.

Several years since, as a matter of policy, the Company purchased certain stocks and bonds of the Sterling and Rock Island and Warsaw and Rockford Railroad Companies, at a cost of about \$170,000, which was paid from the earnings of this Company, and after a time, was charged to profit and loss account. This Property is worth now all its cost and probably more, and from present appearances will likely soon be disposed of.

There is also on the debit side of the balance sheet, "Securities in the hands of the Treasurer as Trustee, &c.," \$50,845 25, out of which are to be paid \$14,000 income bonds, and "Sundry Balances," \$7,122 32, and the balance, about \$30,000, will go to profit and loss account.

There are also certain securities held by the Company, arising from items heretofore charged off to profit and loss, which are now valued at about \$350,000; a portion of which are in Mississippi River Bridge bonds, bonds of this Company, and bonds and stock of the Peoria, Pekin and Jacksonville Railroad Company.

In addition to these items there is as before

stated, about 552,000 acres of land. Taking these items together, it is believed that the Company has assets over and above what is shown by the tables attached hereto, from which will be realized at least four millions of dollars.

The Company has 138 locomotives—125 coal burners, and 8 wood burners. Twenty-four locomotives have been added by purchase, and two by construction in the company's shops; 56 have been overhauled and thoroughly repaired; 25 have had new boilers and fire boxes; 14, new steel tyres; 9, new tenders; 23, new tender-frames; 30, cabs; 83, smoke stacks; 11, driving axles; and 2, steel fire boxes; 110 pairs truck wheels and axles, 126 pairs tender wheels and axles, and 7 new cylinders have been fitted up and applied; 42 have been repainted and varnished, and 43 supplied with Patent Safety Valves.

The company own 10 sleeping and 52 day coaches; 3 railway post office, 23 baggage, mail and express, 260 stock, 1,695 box, 745 platform, 54 caboose, 2 pile driving, 1 wrecking, 1 pay, 40 gravel, 117 hand, and 152 truck cars. 252 freight cars have been purchased, and 7 sleeping coaches, 7 day coaches, 5 baggage and mail, and 108 freight cars built in company's shops; 55 trucks, 13 freight car bodies, and 81 car roofs have been rebuilt; 36 coaches and 15 freight cars have been repainted; 13 coaches new upholstered; 55 hand and 28 rubble cars for track repairs in addition to the new cars heretofore enumerated and the general car repairs.

The number of miles run by locomotives with passenger trains was 1,990,265; with construction trains, 365,231—total miles run, 3,227,404, at an average cost per mile run for repairs, oil, waste, fuel, and wages of engineers, firemen and wipers of 26 cents. Earnings per mile run by passenger trains, \$2.21; by freight trains, \$1.80. Expenses per mile run by all trains, \$1.07.

The number of passengers transported during the year was 631,336, of which, 616,718 were first-class, and 14,618 second-class. Of the total number, 68,968 were through and 562,368 way; 303,161 going east, and 328,175 west. Number of passengers carried one mile, 44,017,275; equivalent to carrying each passenger 69.72 miles. Av. rate per passenger per mile, 4.059 cents.

The amount of freight transported during the year was 1,713,335,409 lbs.—an increase over the previous year of 99,759,793 lbs., or 49,879½ tons. Freight carried one mile, 130,683,871 tons; equivalent to moving each ton 152 miles. Av. earnings per ton per mile, 2.74 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 572,947,774—an increase over the previous year of 35,206,927. The number of loaded cars passed over the bridge was 40,618. Number of foot passengers, 110,929. The number of steamers, barges and rafts passing the draw was 2,244.

There are now in use 11½ miles of second track, viz.: from Seneca to Marseilles, 4¾ miles; from De Pue to Bureau, 4¼ miles; and from Moline to Rock Island, 2½ miles. In addition to which, about 12 miles is mostly graded, and can be made ready for the superstructure at small expense.

The company own—from Chicago to Missonri River (Main Line) 493 miles; from Milton to Washington (Washington Branch) 50½ miles—

total, 543½ miles; and lease Peoria and Bureau Valley Railroad, 46½ miles—making the total number of miles operated, 590. To which add 98 miles of side track; making of main line and sidings, 688 miles.

#### BALANCE SHEET.

Capital stock account.....	\$15,999,900 00
Fractional shares convertible into Stock .....	100 00
Bonds Chicago and Rock Island R. R. Co.....	1,397,000 00
Income bonds Chicago and Rock Island R. R. Co.....	14,000 00
Mortgage sinking fund bonds ....	7,376,000 00
Fractional agreements convertible into bonds.....	643 37
Due Railroad Bridge Company....	20,000 00
Sundry balances.....	7,122 32
Chicago, Rock Island and Pacific R. R. Co. of Iowa.....	49,852 75
Profit, balance of income account.	2,068,767 41
	\$26,933,385 85
Cost of road and equipment.....	\$25,025,906 34
Securities in hands of Treasurer as Trustee for guaranteed bonds...	50,845 25
Stanton, Elliot and Wilson Committee .....	1,066 59
Trustee Land Grant Division, M. & M. R. R. Co.....	19,084 22
Railroad Bridge bond account....	152,678 91
Chicago and Rock Island bond ac't.	38,987 00
Cash and loans in hands of Assistant Treasurer.....	1,078,320 12
Balance in hands Cashier, Chicago.	566,477 42
	\$26,933,385 85

President.—JOHN F. TRACY.

Vice President.—EBENEZER COOK.

Directors.—David Dows, Francis H. Tows, A. G. Dulman, Charles R. Marvin, New York; Rob't A. Forsyth, Newburg, N. Y.; Milton Courtright, Wm. L. Scott, John Hearn, Erie, Pa.; John F. Tracy, Henry H. Porter, Chicago, Ill.; Ebenezer Cook, George L. Davenport, Davenport, Iowa; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

Ass't Treasurer.—F. D. SHERMAN.

Gen'l Superintendent.—HUGH RIDDLE.

Ass't Gen'l Superintendent.—P. A. HALL.

#### Canada Southern Railway.

At a meeting of the shareholders of this company at Niagara Falls, Canada, on the 17th inst., the following gentlemen were unanimously elected directors for the ensuing year: John F. Tracy, President of the Chicago, Rock Island and Pacific railroad; Wm. L. Scott, President of the Erie and Pittsburg Railroad Company; Sidney Dillon, contractor and director of the Union Pacific Company; Milton Courtright, director of Lake Shore, Rock Island and Union Pacific Railroad Companies; Daniel Drew, of New York; Wm. A. Thomson, President of the Erie and Niagara Railroad Company; Oliver S. Chapman, of New York; Benjamin F. Hall, of New Jersey, and Jerome W. Wetmore, of Erie, Pa.

The Plover (Wis.) Times says that the road from Berlin to Plover is to be surveyed and located immediately. The engineers will be on the route next week, and the road will be completed at an early day. This road will form a junction at this place with the Green Bay and Lake Pepin Railroad.

Mr. Edwin Stratton of Shelburne Falls has been appointed acting chief engineer of the the Boston, Barre and Gardner Railroad.

**Lake Superior Copper Mines.**

The Portage Lake Mining Gazette says that the closing of the copper mines of Lake Superior still continues. The Cliff, one of the oldest, finest, and most successful of the mines in the mineral range, suspends operations on July 1st., and the same step will soon be taken by such leading mines of its district as the Franklin, Pewabic, South Pewabic, Huron and Schoolcraft. The Gazette concedes that this course is the most judicious, and thus reviews "the situation":—

The production of copper, stimulated by the excessive demand during our protracted war, became too great for the consumption of the country in the time of peace. Government, instead of being a purchaser, not only withdrew from the market, but came into direct competition with the mines by disposing of old war materials, accoutrements, and old vessels broken up, which threw upon the market some 5000 tons of copper, in addition to the regular production of the mines. The result of this was the creation of a large surplus stock, which had the effect to depress prices and to limit the sale of copper to the actual consumption, which, by careful investigation, has been computed to be about 20,000 pounds per annum. It is estimated that the stock on hand in the market at this date is about 6,000,000 pounds, from which has been exported 3,500,000 pounds surplus against 10,000 pounds the year previous. The product of our mines last year was 23,483,079 pounds ingot copper; the mines closed during the year, and those which will close by July 1, will make a production of about one-half of the amount they sent to market last year, say 2,771,000 pounds, while the Hecla and Calumet will produce 2,000,000 pounds more. From these data it may be fairly estimated that the whole product from our mines sent to market this year will not exceed 23,000,000 pounds; from Vermont, Tennessee and Baltimore smelt works, 6,000,000 pounds, which, with the surplus on hand, makes 31,500,000 pounds; government has no longer any old stock to throw upon the market; general business, after its long depression, may be expected to revive after Congress rises, and with its resumption an impetus to all manufacturing business, creating a more active demand for our staple, and with a product so near the actual consumption, it is difficult to conceive why the price should remain so much below the cost of importation, which, at the present low price abroad, and rate for gold, is about 24 cents. Nor can we understand why manufacturers are able to sustain a price of 31 to 33 cents per lb. for manufactured copper which costs them but 19½ cents per pound in the ingot, while the difference in England is put three cents per lb. Certainly the producers are entitled to a small proportion of these profits, and with the stoppage of so large a number of the leading mines, we trust the few who now control the copper market will have the will, as they have the power, to advance the price to an approximation to the cost of importation, and instead of allowing the manufacturer to make a profit of 64 per cent. let him be content with 38 per cent., at which rate our mines, with strict economy, could manage to live.

**Cartersville and Van Wert Railroad.**

The report of the President of this road, Hon. Mark A. Cooper, to the stockholders, shows that the enterprise is now in excellent condition, and the work progressing as rapidly as could be desired.

The track is laid from Cartersville to the Etowah river, four miles, and a construction train furnished by the State road runs to the latter point. The abutments of the bridges are in process of construction, and the frame work will be ready as soon as the abutments are completed.

The grading of the road has been nearly completed to the slate quarries at Van Wert, and depots selected at suitable points along the line. The right of way has been secured over the entire line with very slight exceptions, and the prospects

of the road are brightening daily. New discoveries of slate and iron have been made along the line of the road, and the transportation of these will give a new impetus to the whole work.—*Augusta Chronicle.*

**Pittsburg and Connellsville Railroad.**

The earnings of this road for the fiscal years ending October 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$163,456 48	\$166,675 75
" freights.....	337,621 19	430,016 88
" mail.....	3,650 00	3,650 00
" miscellaneous....	3,898 25	8,576 06
	\$508,625 92	\$608,918 69

**Expenses, viz.:**

Conducting transp....	\$80,113 16	\$94,819 76
Rep'r's of motive power	104,950 84	116,708 03
Maintenance of cars...	26,363 75	36,011 79
Maintenance of road..	100,275 01	137,165 86
General expenses.....	16,858 29	16,860 03
	\$327,560 55	\$401,564 97

Leaving net earnings...	\$181,065 37	\$207,353 72
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Compared with the previous year, the gross earnings of 1869 show an increase of \$100,292 77, with an increase in cost of maintenance and working the road of \$74,404 42. The net earnings are about 84 per cent.; in 1868 they were 35.50; and in 1867, 34.73. The gross earnings are sub-divided as follows:

	1868.	1869.
That part between Pittsburg and Port Perry, 6.6 miles long.....	\$128,909 48	\$142,985 63
Between Port Perry and Connellsville, 47.8 miles long.....	350,784 17	434,324 69
The Fayette County Br., about 12 miles long...	28,932 27	31,607 37

Total, as above....\$508,625 92 \$608,918 69

The net earnings have been appropriated approximately as follows:

On account new work on extension to Cumberland, not drawn from funds credited by sale of bonds.....	\$16,384 33
Interest on real estate bonds, and improvements at Pittsburg upon Monongahela wharf property.....	8,502 58
Repairs and improvements of depot grounds and buildings, including new cattle yards at Uniontown, but exclusive of Pittsburg.....	11,222 43
Locomotive engines.....	29,252 68
Passenger and baggage cars.....	11,537 24
Freight and repair cars.....	14,673 41
Graduation—filling trestles.....	19,680 15
Masonry at Four Mile Run, Nine Mile Run, and Port Perry.....	18,035 17
Addition to machine shops.....	466 30
Shop machinery.....	2,988 34
New iron turntable, etc., at Connellsville.....	2,166 10
Insurance.....	1,532 48
Taxes to the U. S. Government.....	4,271 00
Taxes to State of Pennsylvania on tonnage and gross receipts, for two years, in part.....	14,643 38
Taxes to county, city and township..	4,435 70
Rent of Fayette County road.....	9,000 00
Payments made during the year upon rolling mill property.....	15,000 00
Land at Uniontown for cattle yards.	3,388 81
Other items and balances in hands of agents.....	25,173 62
	\$207,353 72

The transportation of coal and coke has increased nearly 22 per cent. In flour, bacon, &c., a considerable increase; grain and grass seeds

have about doubled. Manufactured iron, including steel and nails, has increased 25 per cent. Iron ore, pigs and blooms, 10 per cent. Groceries, 20 per cent. Live stock, over 12 per cent. Machinery, over 38 per cent. The increase in sand for glass manufacturing, building-stone and fire-clay is somewhat remarkable, being about 100 per cent., or about forty-five million pounds. This is in some measure due to the portion of new line opened above Connellsville, from which also is derived part of the increase in bark and lumber.

It has been the object of your Board to commence the task of putting the line between Pittsburg and Connellsville in such condition, that by the time the road shall have been completed to Cumberland, competition with opposing roads in speed and comfort may be fully and safely maintained.

In pursuing this object during the past year, the revenue of your road has been applied with strictest economy, and it is hoped, that by the 1st of January, 1871, the task will have been fully performed by the removal of all trestling, and substitution of earth embankments, and the rebuilding of such bridges as may be required.

**LITIGATION.**

The only suit of importance against the company, is that being pressed by the County of Alleghany, and which has lately been argued in the Supreme Court of this State. It is but just that a short history of this case be presented.

The County subscribed for \$750,000 of your stock and paid therefor in its bonds, bearing interest. The company was also to pay interest upon its stock, and become endorser or guarantor for the County to the holder of these bonds.

In 1857, at a critical moment in our history, when a great financial panic prevailed, the County repudiated its bonds, injured its own credit, involved us in the disaster, and, putting a stop to our progress, prevented, by its own act, the possibility of our complying with the agreement. The holders of the bonds sued for interest, and obtained from the court confirmation of their claim. To satisfy this debt, by order of U. S. Court, the stock of the County was sold at Marshal's sale, and, upon mandate, transfer was made to the purchaser.

The County repudiated, also, the ownership of this stock, and denied the legality of its issue. Interest-bearing certificates are held by the purchasers.

For damages for non-compliance with this contract, you are sued by the County.

If the case has been clearly presented you may see that the County first prevents the fulfillment of our contract, and then sues for damages for its non-performance.

It is sought, also, to involve the company in a double liability for the interest upon the same debt; that is, upon the stock, to its holders, and, to the County, upon the bonds, which were paid for the stock. Other circumstances relative to this case can best be elsewhere presented, and may hereafter prove both necessary and interesting.

**CONSTRUCTION.**

The line is well manned, and construction is proceeding vigorously. Considerable difficulty was experienced in the earlier part of the year, from the inability of some of the contractors to proceed with their work. We have, however, replaced those who have to ally failed, and have assisted others in procuring laborers. The first two sections east of Connellsville have been completed, and revenue is being derived from their use.

The total number of bonds delivered has been 691, which at 90 per cent. amounts to.....\$621,900 00

Add amount received for interest.... 27,605 49

Making total.....\$649,505 49

Amount expended has been..... 363,581 81

Leaving a balance of.....\$285,923 68



in the hands of Baltimore and Ohio Railroad, for which we are receiving 6 per cent. interest.

In aid of the work the citizens of Baltimore have been most liberal. Thus far Pittsburg has done but little, although the recipient of all the benefits which have resulted from the road so far as completed. These benefits are neither few nor small. A glance at our analysis of the table of products brought into this city, and note of their character, will show that it is really more valuable to Pittsburg than any other of its roads.

That the citizens fully understand its value has been manifested by their hearty denunciations of the policy of a rival, which endeavored to prevent the building of this line. It is manifested daily by inquiries as to progress, and impatience at any appearance of delay. Yet of all the vast wealth of Pittsburg, a comparatively small amount has been invested in our bonds.

The security is admitted to be perfect, and the rate of interest entirely satisfactory.

There is perhaps no other city which would be thus apparently indifferent to an enterprise so vitally necessary to its welfare, and should there be any delay in completion from lack of funds, it may be attributed entirely to citizens of Pittsburg.

Your board desires now to establish the fact of this responsibility. The effort is again being made to obtain aid here, and it is hoped that better results will follow. The investment is not only safe, but remunerative, as we are for the present placing our first mortgage 7 per cent. bonds at 90 cents on a dollar.

It is but little to ask of those concerned, safely and profitably to aid in immediately and directly promoting their own interests. Next year will see the road built to Cumberland.

#### CONNECTIONS AND BRANCHES.

We are constantly asked if our plans and arrangements are perfected for connections north and west of Pittsburg. Favorable progress is being made, and will certainly produce satisfactory results, but negotiations are not sufficiently advanced to permit their being formally presented for your action. The enormous power and influence of the Baltimore and Ohio road is being silently but steadily exerted in this behalf.

In the language of President Garrett, it would be as effective to endeavor to stop the flow of Niagara as to hinder our making the connections desired at the proper time. The grades and terminal advantages of our line insure our being sought eagerly by western roads desiring the nearest and best access to the seaboard. The interests of vast and fertile regions, and of great and opulent cities, demand and will require the use of this most economically advantageous route.

We have located a line from the Monongahela to the Allegheny river.

The line called Baltimore, Pittsburg and Lake Erie Railway, has also been located by our engineers.

From Beaver through to Toledo and Chicago, the Baltimore, Pittsburg and Chicago line is now being examined, and the location will soon be made. This company has been organized, and has elected an efficient board, with Judge Welker at its head as President.

We have also made progress upon the Somerset Branch.

The line from Uniontown to Fairmont, upon the Baltimore and Ohio road, is also receiving attention.

That from Bridgeport to Bedford will be located during the winter or early spring.

The labors of the year have been arduous, and conducted amid much anxiety, but we can fairly offer and claim congratulations upon the favorable results which have followed.

The company have 15 locomotives, 15 passenger, 6 baggage, 37 house, 52 gondola and 26 dumping cars. Total number of miles run by trains, 425,341. Number of passengers carried, 462,124. Av. distance each passenger was carried, 10.6 miles; equivalent to 68,229 over the

whole road, or 4,912,508 carried one mile. Number carried eastward, 282,698; do. westward, 179,426. Tons of freight carried, 518,879. Av. distance freight was carried, 31.57 miles, equivalent to 226,199 tons carried over the whole road, or 16,286,331 tons carried one mile. Tons carried eastward, 44,831; do. westward, 471,048.

#### CONDENSED BALANCE SHEET.

Preliminary survey, etc.	\$8,965 47
Road bed	1,510,168 87
Railway tracks	680,159 13
Right of way	130,094 42
Real estate	303,028 24
Telegraph	696 16
Depot grounds and buildings	121,643 31
Rolling stock	343,213 29
Engineering department	165,263 98
General expenses	332,024 60
Profit and loss	634,037 28
Interest account	656,479 58
Securities on hand or hypothecated	3,365,704 18
Debts due the company	450,168 10

	\$8,701,646 61
Capital stock	\$1,795,253 05
Real Estate bonds due 1869 and 1883	130,000 00
Loan of city of Baltimore due 1886	1,000,000 00
First mortgage bonds	4,000,000 00
Construction bonds Turtle Creek Division	400,000 00
Bills payable	40,277 95
Sundry accounts payable, including October pay rolls, also amount retained from estimate as per contracts, and other amounts due upon Cumberland Extension, \$190-103 92	254,639 10
Transportation department	1,111,476 51

\$8,701,646 61

*Pres't and Gen'l Supt.*—WM. ODEN HUGHART.

*Directors.*—Wm. Oden Hughart, G. L. B. Fetterman, John Fleming, Wm. Phillips, Wm. Baldwin, Pittsburg, Pa.; Cyrus Meyers, Somerset, Pa.; Joseph Pennock, Philadelphia; Benj. Deford, Johns Hopkins, Hazeltine G. Vickery, Wm. H. Perkins, Israel Cohen, Baltimore, Md.

*Sec. and Treas.*—JOHN H. PAGE, JR.

*Chief Engineer.*—BENJ. H. LATROBE.

*Associate Engineer.*—C. P. MANNING.

#### Wilmington and Reading R. R.

The formal opening of this road, connecting the cities above named by rail, took place on the 18th inst. As usual, upon such occasions, the event was celebrated by the officers of the road, city authorities and others, passing over the route on a tour of inspection and extending congratulations. The following facts in reference to the road are from the *Pottsville Miner's Journal*:

The Wilmington and Reading railroad, besides its important connections with Philadelphia and Reading at Birdsboro, and the Pennsylvania at Coatesville, connects also with the Baltimore Central at Chadd's Ford, on the Brandywine, and with the Philadelphia, Wilmington and Baltimore railroad at Wilmington. Its whole length from Wilmington to Birdsboro is sixty-three miles. It is substantially built and well ballasted. The grade from Birdsboro to Wilmington is a gradual descent all the way, with the exception of two places, where it was found necessary to ascend for a short distance. Extra locomotives will be kept at these places to assist down trains.

The total cost of the road thus far has been about \$2,000,000. Stock to the extent of \$800,000 has already been paid in, all by parties along the road. The whole bonded debt is \$1,500,000. Most of this is on first mortgage, was all taken some time ago, and is now selling at 98 cents. The second mortgage bonds are bringing 82½. A sinking fund of \$15,500 per annum has been pro-

vided for, which, with the interest accumulating, will be sufficient to extinguish all the first mortgage bonds, amounting to \$1,250,000, by the time of their maturity in thirty years. The road has been open from Wilmington to Coatesville since January, and on this half of the whole route the receipts have been \$10,000 per month. The Schuylkill coal trade must, of course, vastly swell the aggregate of receipts hereafter. The company estimate their earnings for the coming year as follows:

From anthracite coal	\$198,428 00
" bituminous coal	23,500 00
" iron, crude and manufactured	43,450 00
" iron ore	45,000 00
" lumber and petroleum	33,512 50
" lime	35,258 60
" rolling mill and glass sand	6,650 00
" passengers	110,620 00

\$496,419 10

They allow sixty per cent. of the above sum to pay working expenses, which leaves a net revenue of \$194,567 54. This sum, if realized, will be more than sufficient to pay the interest upon the bonds, and establish the sinking fund, and leave over ten per cent. to apply to a dividend on the stock.

The connections are all at grade except that at Coatesville, where the new road passes on a level seventy feet under the splendid viaduct of the Pennsylvania Railroad Company.

We can only glance at the history of the enterprise which involves a record of struggles and abortive efforts for more than twenty years past. Several different charters were obtained at various times, some of which have been amended, and in 1865 all were consolidated under the present name. Among the representative men of the enterprise, Edward Brooke, of Birdsboro; Hugh E. Steele, of Coatesville; Hon. Hiester Clymer, of Reading; Joshua T. Heald, Joseph Tatnall, Francis Barry, William S. Hilles, James Bradford and Edward Betts, of Wilmington, deserve prominent mention. Foremost among these, by common consent, has been Hugh E. Steele, now President of the Company. It is frankly admitted on all sides that but for his indomitable resolution and admirable tact, the road would never have been built. The following are the other officers of the company:

*Directors.*—George Brooke, Hiester Clymer, Charles Huston, C. E. Pennock, J. L. Pennock, S. B. Worth, Edward Betts, Joseph Tatnall, Irene DuPont, Victor DuPont, E. C. Stotsenburg, Charles Warner.

*Secretary and Treasurer.*—WILLIAM S. HILLES.

*Chief Engineer.*—J. DUTTON STEELE.

*Superintendent.*—J. CLEMSON SAARPLESS.

George D. Roberts, of Pennsylvania, has been elected President of the Washington and Fredericksburg R. R. Co. "This maneuver," says the *Baltimore American*, "gives the Pennsylvania R. R. Co. the controlling interest in the two lines of road from Richmond to Baltimore, having already the supremacy in the Baltimore and Potomac road, thus affording them a southward outlet at the terminus of their great Western line.

At the annual meeting of the New Hampshire Central R. R. Co., at Centre Harbor on the 31st ult., a board of directors was elected with Hon. O. F. Fowler as President, S. K. Mason clerk, and Cyrus Taylor Treasurer. This road is designed to run from the State line in Effingham to Danbury, making a through line to the West from Portland by way of Rutland.

The work of grading the railroad between Williamstown, in Camden county, N. J., and Glassboro, has been commenced.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J. A. J. & O.	July '70 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '69 8
American Central...100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '70 5
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4	Do. do pref...100	5,258,830			Raleigh and Gaston...100			Jul. '69 3
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa...50	116,850	M. & N.	May '70 5	Rensselaer and Saratoga...100	3,000,000	A. & O.	Apr. '70 3
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	820,000	J. & J.	July '70 4	Richmond and Danville...100	2,000,000		
Do. pref...50	1,919,000			Huntingdon & B'd Top...50	148,000	J. & J.	July '70 4	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,494,900	M. & S.	Mar. '70 2	Do. pref...50	190,750	J. & J.	Jun. '68 3	Rich., Fred. & Potomac...100	1,041,800		
Augusta and Savannah...100	783,700	J. & J.	Jan. '70 3	Illinois Central...100	25,278,710	F. & A.	Feb. '70 5	Rockport...100	85,400		Nov. '67 2
Baltimore and Ohio...100	1,811,962	A. & O.	Apr. '70 4	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Sep. '67 4	Rome, Watert. and Ogden...100	2,400,000	J. & J.	Jan. '70 5
Do. Washington Br...100	2,500,000	A. & O.	Apr. '70 4	Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan. '69 5	Rutland preferred...100		F. & A.	Feb. '69 3
Baltimore City Passenger...100	670,000	F. & A.	Feb. '70 3	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Jan. '70 11	St. L., Alf. and T. Haute...100	2,300,000		
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '68 3	Joliet & North. Indiana...100	300,000	J. & J.	Jan. '70 4	St. L., Jack'nv. and Chic'o...100	2,040,000		Annual, June '69 7
Belvidere Delaware...100	996,250			Lake Shore & Mich. So...100	35,000,000	F. & A.	Feb. '70 4	Sandusky and Cincinnati...100	1,469,429		
Berkshire...100	600,000	J. A. J. & O.	Apr. '70 11	Do. guar...100	633,500	F. & A.	Feb. '70 4	Sandusky and Cincinnati...100	2,089,000		
Blossburg & Corning...50	250,000	J. & D.	Dec. '69 2	Lackawanna & Bloomburg...50	1,325,000			Sand, Mansf. and Newark...100	445,556	M. & N.	Nov. '69 3
Boston and Albany...100	13,725,100	J. & J.	July '70 5	Leeds and Farmington...50		J. & J.	Jan. '70 2	Savannah and Charleston...100	901,241		
Boston and Chelsea...100	110,000	A. & O.	Apr. '70 4	Lehigh and Mahanoy...50	2,158,555	J. & J.	Jan. '67 6	Savannah and Charleston...100	1,000,000		
Boston, Concord & Mont...100	459,900			Lehigh and Susquehanna...50	8,739,800	M. & N.	May '70 5	Schuylkill and Susquehanna...50	1,269,150		
Do. pref...100	1,340,400	M. & N.	May '70 3	Lehigh Valley...50	16,731,400	J. A. J. & O.	Apr. '70 2	Second and Third St. (Ph.)...50	203,757	J. & J.	Jan. '70 3
Boston and Lowell...100	1,891,500	J. & J.	July '70 5	Lehigh Luzerne...50	344,650	J. & J.	Jan. '69 4	Schuylkill Valley...50	676,050	J. & J.	Jan. '70 2
Boston and Maine...100	4,076,974	J. & J.	July '70 5	Little Miami...50	3,572,400	J. & D.	Jun. '70 4	Scaboard and Roanoke...50	868,200		
Boston and Providence...100	3,800,000	J. & J.	July '70 5	Little Schuylkill...50	2,646,100	J. & J.	Jan. '70 3	Second Avenue (N. Y.)...100	670,000		July '70 2
Broadway (South Boston) 50	400,000	J. A. J. & O.	Apr. '70 2	Lomb. and South St. (Ph.) 25	90,000			Shenandoah V. and Potomac...50	869,450	F. & A.	Feb. '70 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	June '70 3	Long Island...50	3,000,000	F. M. A. N.	Aug. '66 2	Shore Line...100	636,200	J. & J.	Jan. '70 5
Brooklyn City & Newt'n...100	399,800			Louisv., Cin. and Lex...50	1,621,735	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '69 3
Buffalo, Bradford & Pitts...100	1,100,000			Do. pref...100	848,316	J. & J.	Jan. '70 3	Somerville...100	75,000		
Buff. New York & Erie...100	960,000	M. & N.	Nov. '69 3	Louisville and Nashville...100	8,780,501	F. & A.	Feb. '70 3	South Carolina...100	5,519,275		
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '69 4	Louisv., N. Alb. & Chicago...100	2,800,000			South Shore...100	259,655	F. & A.	Jul. '68 3
Cambridge Horse (Boston) 100	777,800	A. & O.	Apr. '70 4	Lowell and Lawrence...100	200,000	A. & O.	Apr. '70 3	South Western, Georgia...100	3,939,900	F. & A.	Feb. '70 4
Camden and Amboy...100	6,000,000	F. & A.	Feb. '70 5	Lowell Horse...100	55,830	J. & J.	Jan. '70 5	Station Island...100	660,000	J. & J.	Jul. '67 4
Camden and Atlantic pref...50	600,000			Macon and Western...100	2,000,000	J. & J.	July '70 5	Stony Brook...100	267,300	M. & N.	May '70 3
Camden & Burlington Co...100	331,000			Mahanoy & B'd Mount'n...50	1,076,915			Steubenville and Indiana...100	1,983,141		
Cape Cod...100	721,925	J. & J.	July '70 5	Maine Central...100	1,611,500			Stockbridge & Pittsfield...100	448,700		
Cape May and Millville...50	447,000	J. & D.	June '70 3	Manchester & Lawrence...100	1,000,000	M. & N.	May '70 5	Summit Branch...50	250,000	F. & A.	Feb. '70 3
Catawissa...50	1,150,000			Marietta & Cincinnati...100	3,029,778			Syr., Bingham. and N. Y. 100	1,314,130		
Catawissa pref...50	2,300,000	M. & N.	May '70 3	Do. 1st pref...50	8,130,719	M. & S.	Sep. '66 3	Taunton Branch...100	250,000	J. & D.	Dec. '69 4
Cayuga & Susquehanna...50	589,110	J. & J.	Jan. '70 4	Do. 2d pref...50	4,460,368	M. & S.	Sep. '66 3	Tennessee and Alabama...100	595,922		
Cedar Rapids & Mo. pref...100	755,000	M. & N.	May '69 3	Memphis and Charleston...100	6,312,725			Terre Haute and Indiana...50	1,983,150	J. & J.	Jan. '70 6
Central of Georgia...100	4,986,800	J. & J.	Jan. '70 5	Memphis and Ohio...100	570,000			Third Avenue (N. Y.)...100	1,750,000	J. & J.	Nov. '69 4
Central of New Jersey...100	15,000,000	J. & J.	Jan. '69 2	Metropolitan (Boston)...100	1,250,000			Thirteenth and Fif. (Ph.)...50		J. & J.	July '70 3
Central Ohio...100	2,900,000	J. & D.	June '70 1	Michigan Central...100	11,197,348	J. & J.	July '70 5	Tol., Peoria and Warsaw...100	2,700,000		
Do. pref...100	400,000	J. & D.	June '70 3	Middlesex (Boston)...100	400,000	A. & O.	Jan. '70 5	Do. (E. D.) pref...100	1,700,000		January, 1870, 11, 4
Con. Park, N. & E. River...100	970,000			Mill Creek and Minehill...50	323,375	J. & J.	Jan. '70 5	Do. (W. D.) pref...100	1,500,000		
Chemung...100	390,000	J. A. J. & O.	Jan. '70 3	Millville and Glassboro...100	405,020	F. & A.	Feb. '70 5	Tol., Wabash and West...100	6,700,000		
Cheshire, preferred...100	2,017,825	J. & J.	Jan. '70 6	Do. 1st pref...100				Troy and Boston...100	1,000,000	M. & N.	May '70 3
Chicago and Alton...100	5,141,500	M. & S.	Mar. '70 6	Do. 2d pref...100	7,665,194	Feb. 1870	\$3 & 75	Troy and Greenbush...100	274,400	J. & D.	Jun. '67 3
Chicago and Erie...100	2,425,400	M. & S.	Mar. '70 6	Do. pref...100	9,744,663	Feb. 1870	\$7 & 25	Union Transport'n (Boe.)...100	200,000		
Chicago, Burl. & Quincy...50	13,825,025	M. & S.	Mar. '70 6	M. Hill & Schuylk. Haven...50	3,775,600	J. & J.	Jan. '70 4	Utica and Black River...100	291,475	J. & J.	Jan. '70 3
Chicago, Iowa & Nebraska...100	2,600,000	J. & J.	July '70 6	Mobile and Ohio...100	3,782,400			Utica and Black River...100	824,400	J. & J.	Jan. '70 4
Chicago and Milwaukee...100	2,227,000			Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Vermont and Canada...100	2,500,000	J. & D.	June '70 4
Chicago & N. Western...100	14,590,162	J. & D.	Dec. '69 4	Morris and Essex...100	7,880,100			Vermont Central...100	5,000,000		
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apr. '70 3	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	Jan. '70 5	Vermont and Massachusetts...100	2,800,000	J. & J.	Jan. '70 0
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Apr. '70 4	Nashua and Lowell...100	720,000	M. & N.	May '70 5	Vicksburg and Meridian...100	367,400		
Cincinnati City Passenger...100		J. & J.	Jan. '68 2	Nashville & Chattanooga...100	2,056,544			Virginia Central...100	3,353,879		
Do. Street...100		J. & J.	Jan. '68 2	Natagatuck...100	1,436,800	F. & A.	Feb. '70 5	Virginia and Tennessee...100	3,506,300		
Cin. Sand. & Cleve. pref...50	393,073	M. & N.	Nov. '69 3	New Bedford & Taunton...100	500,000	J. & J.	Jan. '70 4	Western Union...100	7,071,693		
Citizens' Passenger (Phil.)...100	192,750	J. & J.	Jan. '70 7	New Haven & N. London...100	738,538			West Jersey...100	1,200,000	F. & A.	Feb. '70 6
Clev., Col., Cin. & Ind...100	10,450,000	F. & A.	Feb. '70 3	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '68 3	West Philadelphia...100	249,100	J. & J.	Jan. '70 5
Cleveland & Mahoning...100	2,056,400	M. & N.	May '70 3	New Jersey...100	6,250,000	F. & A.	Feb. '70 5	Wilm. and Weldon...100	1,453,776		
Cleveland and Pittsburgh...50	5,958,775	J. A. J. & O.	Apr. '70 2	New London Northern...100	895,000			Winchester and Potomac...100		J. & J.	Jan. '70 3
Cleveland and Toledo...50	5,000,000	F. & A.	Feb. '70 4	N. Y. Central & Hudson R...100	45,000,000	A. & O.	Apr. '70 4	Warren...100	1,547,650		
Col., Ohl. & Indiana Cen...100	10,460,900			Do. Certificates...100	21,491,450	A. & O.	Apr. '70 4	Worcester and Nashua...75	1,522,500	J. & J.	Jan. '70 5
Col., Ohl. & Indiana Cen...100	10,460,900			Do. old int. cer...100	22,822,000	A. & O.	Apr. '70 4				
Columbus and Xenia...50	1,785,200	J. & D.	June '70 4	New York and Harlem...50	5,500,000	J. & J.	July '70 4				
Concord...100	350,000	M. & N.	May '70 5	Do. pref...50	1,500,000	J. & J.	July '70 4	Chesapeake and Delaware...50	1,818,963	J. & D.	June '70 3
Concord & Ports, guar...100	500,000	J. & D.	Dec. '69 3	New York & New Haven...100	9,000,000	J. & J.	July '70 5	Chesapeake and Ohio...25	8,225,595		
Coney Island & Brooklyn...100	139,003			N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jan. '70 3	Delaware Division...100	1,633,350	F. & A.	Feb. '70 4
Conn. & Passum. Rivers...100	1,822,100	F. & A.	Feb. '70 6	Niag. Bridge & Canada...100	1,000,000	J. & J.	Jan. '70 5	Delaware and Hudson...100	10,000,000	F. & A.	Feb. '70 5
Do. pref...100	1,822,100	F. & A.	Feb. '70 6	Ninth Avenue...100	797,400	J. & J.	Jan. '70 5	Delaware and Baritan...100	2,521,360	F. & A.	Feb. '70 5
Connecticut River...100	1,700,000	J. & J.	July '70 5	Norfolk & Petersburg guar...100	137,500	J. & J.	Jan. '70 3	Erie of Pennsylvania...50	64,000		
Cumberland Valley...100	1,218,900	A. & O.	Apr. '70 4	Norfolk and Petersburg...100	1,000,000	J. & J.	Jan. '70 3	Lehigh Coal and Navigat...50	6,739,800	M. & N.	May '67 3
Danbury and Newr...100	400,000			Northern Central...100	4,000,000	A. & J.	July '70 3	Monongahela Navigation...50	728,100	J. & J.	Jan. '69 3
Danbury and Michigan...100	2,290,646			North Carolina...100	5,000,000	M. & N.	May '70 3	Morris (consolidated)...10	1,025,000	F. & A.	Feb. '67 3
Delaware...100	594,200	J. & J.	Jan. '70 3	Northern Eastern (S. C.) pref...100	155,000			Do. (preferred)...100	1,175,000	F. & A.	Feb. '70 5
Del. Lackaw. & Western...50	13,386,029	J. & J.	Jan. '70 5	Northern of N. Hampsh...100	3,068,400	J. & D.	June '70 4	Pennsylvania...100	4,800,000		
Des Moines Valley...100	1,820,200			North Pennsylvania...100	3,150,150			Schuyl. Navigation (cons.)...100	1,908,207	F. & A.	Feb. '67 6
Detroit & Milwaukee...100	452,350			Norwich & Worcester...100	2,363,000	J. & J.	Jan. '70 5	Do. (pref.)...50	2,888,805	F. & A.	Feb. '67 6
Do. pref...100	2,093,000			Ogdensb. & L. Champ'n...100	3,840,900	J. & J.	July '70 3	Sueq. and Tide Water...50	2,002,746		
D. Dock, E. B'dw. & Bat...100	1,200,000	F. M. A. N.	Dec. '69 7	Ohio and Mississippi...100	1,994,900	A. & O.	Apr. '70 4	Union...100	2,907,850		
Dubuque and Sioux City...100	1,673,441	J. & J.	July '70 3	Do. pref...100	20,000,000			Do. pref...100	2,907,850		
Do. pref...100	1,987,351	J. & J.	Jan. '70 3	Oil Creek & Allegheny R...50	3,500,000	J. & D.	Jun. '70 3	W. Branch and Susq...50	1,100,000	J. & J.	Jan. '66 5
East Mahanoy...50	392,550	J. & J.	Jan. '70 3	Old Colony & Newport...100	4,259,000	J. A. J. & O.	July '70 2	Wyoming Valley...50	800,000		Irregular, Oct. '67 4
Eastern (Mass.)...100	888,300	J. & J.	Jan. '70 3	Orange and Newark...100	4,848,320	J. & J.	July '70 3				
Eastern (N. H.)...100	492,500	J. & J.	Jan. '70 4	Oswego and Syracuse...50	281,550	F. & A.	Aug. '69 4				
East Pennsylvania...50	654,900			Pacific of Missouri...100	3614,515						
East Tenn. and Georgia...100	1,290,067			Panama...100	7,000,000	J. A. J. & O.	Apr. '70 4				
East Tenn. and Virginia...100	1,902,000			Paterson and Ramapo...100	243,500	J. & J.	July '69 2				
Highway Avenue (N. Y.)...100	1,000,000	F. & A.	Feb. '70 2	Paterson and Hudson River...100	630,000	J. & J.	July '69 4				



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (In gold):													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,168	75,871	1,421,525
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	291,422	236,562	342,743	2,300,767
1869.....	212,604	218,982	301,308	486,048	668,270	556,080	532,657	511,864	609,788	579,642	535,368	410,000	5,611,699
Chicago and Alton:													
1863.....	100,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	154,418	156,803	162,723	178,780	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	230,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,895,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	409,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,669	361,701	4,508,643
1869.....	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,996	4,682,505
1870.....	293,978	323,825	344,366	334,653	395,044	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	386,617	321,037	3,099,470
1865.....	156,530	246,331	289,403	196,590	234,612	321,818	244,121	306,281	389,489	307,523	270,078	201,779	3,313,514
1866.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	346,028	260,268	3,466,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	666,408	599,549	422,275	377,053	4,358,614
1868.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	691,200	424,589	433,435	4,797,464
1869.....	338,319	366,208	398,740	362,961	419,100	508,000	440,300	490,900	579,000	581,000	475,600	387,700	5,274,667
1870.....	362,900	398,200	448,900	443,300	507,900	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	273,870	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1864.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,450
1865.....	523,566	399,917	623,745	537,519	858,948	925,983	808,524	797,475	1,000,088	1,200,216	1,010,892	712,359	9,299,450
1866.....	606,147	574,664	765,399	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,586	879,909	11,632,737
1867.....	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,017,084	1,001,987	13,384,471
1868.....	892,092	830,286	1,142,166	1,268,444	1,258,284	1,167,166	1,032,814	1,321,139	1,414,231	1,144,029	867,830	867,830	13,622,567
1869.....	731,283	755,404	872,115	950,636	1,212,081	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	236,435	193,959	203,096	218,347	271,425	287,451	293,296	292,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	201,500	218,000	244,161	246,046	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	226,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	428,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	628,972	616,065	516,608	460,573	617,682	578,403	747,469	739,739	641,689	648,887	518,088	7,181,208
1866.....	605,268	605,268	605,465	411,605	569,250	597,679	480,628	578,253	571,848	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	616,493	625,242	709,327	738,530	823,901	727,810	613,329	7,180,992
1868.....	637,443	536,165	444,443	518,800	672,551	626,249	549,714	794,325	889,967	931,630	685,401	681,041	7,817,629
1869.....	669,138	624,693	709,645	568,282	640,975	775,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	654,587	663,391	614,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,133	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	96,416	95,416	95,924	108,413	126,556	121,619	125,065	119,169	121,408	1,294,096
1869.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,383	140,473	132,869	131,019	109,629	1,590,522
1870.....	90,177	98,275	101,379	106,246	110,218	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,667	332,360	348,048	3,302,543
1864.....	256,000	304,445	338,454	330,651	287,126	315,258	278,891	358,862	402,219	407,107	448,934	411,700	4,120,162
1865.....	363,996	366,361	413,974	365,180	351,489	387,065	301,613	418,575	456,808	524,760	495,072	351,899	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,215	4,650,328
1867.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	458,388	530,871	429,785	380,034	4,663,808
1868.....	302,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	643,858	436,399	437,503	4,981,168
1869.....	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	898,777*	1,239,725*	1,279,802*	1,124,745*	1,048,272*	.....
1870.....	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	238,495	236,432	206,221	193,325	206,221	193,325	215,449	308,168	375,488	339,704	306,186	3,168,066
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,940
1865.....	306,324	279,137	344,228	337,241	401,456	365,683	320,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,181	493,640	414,604	390,669	4,200,116
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	414,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	399,236	325,501	321,013	392,942	456,973	611,820	410,826	390,671	4,509,251
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	380,430	412,030	404,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,683,608
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	868,880	617,648	8,517,648
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	625,547	724,732	1,040,102	801,195	596,563	7,250,669
1870.....	396,171	382,823	377,000	443,132	730,700	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,263	149,184	139,000	.....	.....	.....	.....	.....	.....	.....	.....
1870.....	213,101	196,207	239,161	269,490	259,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,310	3,795,005
1866.....	267,541	248,109	328,236	277,424	283,130	281,925	247,202	305,454	278,701	372,762	302,426	281,613	3,290,585
1867.....	242,793	219,065	279,647										

## NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
<b>National Securities June 1, 1870.</b>					
Loan of June 14, 1859.....registered	\$20,000,000	5	Jan. & July.	1874	107
Loan of June 22, 1860.....registered	7,022,000	5	"	"	"
Loans of Feb. 8, July 1, Aug. 3, '61.....registered	282,733,100	5	"	"	"
and March 3, 1863.....coupon		5	"	"	"
Oregon War Bonds of March 2, 1861.....	945,000	5	"	"	"
Loan of Feb. 25, 1862 (5-20s).....registered	614,771,000	5	July.	1881	"
Loan of March 3, 1864 (5-20s).....coupon	3,882,500	5	May & Nov.	1882	111 1/2
Loan of June 30, 1864 (5-20s).....coupon	125,561,300	5	"	1882	112
Loan of March 3, 1865 (5-20s).....registered	203,327,250	5	"	1884	111
2d series (5-20s).....registered	332,998,950	5	"	1884	111
3d series (5-20s).....registered	379,594,850	5	"	1884	111
4th series (5-20s).....registered	42,539,350	5	"	1884	110
Loan of March 3, 1864, (10-40s).....registered	104,567,300	5	"	1885	111 1/2
Pacific R. R. Bonds.....(currency)	94,457,320	5	"	1885	110 1/2
Certificates of Mar. 2, 1867, and July 25, 1868.....	45,540,000	5	Jan. & July.	1886	110
Navy Pension Fund of July 23, 1868.....	14,000,000	5	"	1886	113
Loans of 1842, 1847 and 1848.....	62,050	5	"	1887	109 1/2
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	"	1887	113
Treasury Notes prior to 1857.....	89,625	5	"	1888	114
Treasury Notes of 1857, '61 and '63.....	259,212	5	"	1888	114
Treasury Notes (7-30s).....	691,050	5	"	1888	114
Certificates of Indebtedness.....	5,000	5	"	1888	114
Compound Interest Notes of 1863 and 1864.....	2,191,070	5	"	1888	114
Temporary Loan of June 30, 1864.....	181,310	5	"	1888	114
U. S. Notes (greenbacks).....	356,107,221	5	"	1888	114
Fractional Currency.....	39,508,067	5	"	1888	114
<b>State Securities, latest dates.</b>					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	76
extended.....	2,414,800	5	"	'83-'85	
(sterling).....	770,500	5	Jan. & July.	'70-'86	
(sterling) extended.....	732,800	5	"	1886	
(new).....	660,200	5	"	'94-'95	101 1/2
Arkansas—State Bonds (Real Estate Bank).....	886,000	5	April & Oct.	1861	
(State Bank).....	440,000	5	Jan. & July.	1868	
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
1860.....	177,500	7	"	1880	
Soldiers' Relief Bonds.....	470,500	7	"	'83-'85	
Bounty Bonds.....	982,000	7	"	'83-'85	
Connecticut—War Bonds, My '61, (10 or 20yr).....		5	Jan. & July.	'71-'81	99
Oct. '61, (10 or 20yr).....		5	"	'72-'82	
Nov. 1863.....	7,513,692	5	"	1883	99 1/2
My '64, (10 or 20yr).....		5	April & Oct.	'74-'78	
May 1, 1865, (free).....		5	"	1885	
(various) registered.....	867,500	5	Various.	Var.	
Florida—State Bonds.....	500,000	5	Jan. & July.	Var.	
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	
(Act March 12, 1866).....	176,000	7	May & Oct.	1870	99 1/2
(W. & A. R. R.).....	3,164,500	7	Jan. & July.	1886	
(Atl. and Gulf R. R.).....	1,519,000	5	"	'68-'74	88
(sterling).....	75,000	5	May & Oct.	1874	
Illinois—New Internal Improvement Stock.....	734,000	5	Feb. & Aug.	'78-'86	
Interest Bonds.....	1,635,954	5	Mar. & Sept.	1869	
Liquidation Bonds.....	996,649	5	Jan. & July.	1870	
Refunded Stock.....	193,400	5	"	1877	100 1/2
Thornton Loan Bonds.....	985,900	5	"	1865	
War Loan Bonds.....	104,000	5	"	'69-'77	100
Ill. and Mich. Canal.....(sterling)	543,200	5	"	1869	
(sterling).....	792,222	5	"	1879	101
(sterling).....	535,367	5	"	1870	
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1870	
War Loan Bonds.....	210,000	5	"	1877	
Iowa—State Bonds of 1858.....	200,000	5	"	1865	
War and Defense Bonds of 1861.....	300,000	5	"	'69-'77	100
Kansas—War Bonds, 1861-'67.....	750,000	5	"	1879	
Territorial Debt Bonds.....	100,000	5	"	1870	
Kentucky—State Bonds.....	1,421,000	5	Jan. & July.	'76-'97	
April & Oct. '71-'72.....	339,000	5	July.	'83-'84	
May & Nov. 1879.....	160,000	5	April & Oct.	'71-'72	98
Military Bonds.....	635,000	5	"	1879	
Louisiana—State Bonds (Schools, &c.).....	684,500	5	Various.	'80-'93	
(Railroads).....	2,092,000	5	Jan. & July.	1893	
(Charity Hospital).....	86,000	5	Various.	'69-'06	
(Levees).....	1,000,000	5	Mar. & Sept.	1872	77 1/2
(1867).....	2,414,000	5	Various.	1886	
(1868).....	3,000,000	5	May & Nov.	1907	76 1/2
(Funding).....	494,800	5	"	1908	
Maine—Civil Loans.....	250,000	5	Various.	'86-'88	95 1/2
War Loan of 1861.....	171,000	5	Mar. & Sept.	'69-'74	73 1/2
1863.....	800,000	5	Various.	'75-'78	97 1/2
1864.....	625,000	5	"	1871	
Bounty Loan of 1863.....	2,832,500	5	Mar. & Sept.	1883	101 1/2
Sterling Bonds of 1838.....	475,000	5	June & Dec.	1889	98 1/2
converted.....	802,000	5	Feb. & Aug.	1880	98 1/2
Currency Bonds of 1837.....	2,252,112	5	J. A. J. & O.	1865	
1827.....	1,214,580	5	"	'89-'90	
1834-'35.....	24,000	5	"	'89-'90	
1838-'39.....	1,438,428	5	"	1890	98
1839-'39.....	625,008	5	"	'70-'86	
Defense Loan of 1864-'68.....	46,232	5	"	'89-'90	
South Relief Loan of 1867.....	2,040,100	5	"	1890	79
	100,000	5	"	1883	108 1/2
		5	"	1878	
<b>Massachusetts—Western R. R. Loan, sterling</b>					
Troy and Greenfield Loan, stg.....	3,578,698	5	April & Oct.	'69-'88	
Eastern R. R. Loan, dollar.....	3,506,580	5	"	'88-'90	
Nor. & Worcester R. R. Loan.....	1,166,500	5	"	'90-'94	98
B. & Erie R. R. Loan, stg.....	200,000	5	Jan. & July.	'69-'71	100 1/2
State Scrip (var.).....	400,000	5	"	1877	
Various.....	290,400	5	"	1900	
April & Oct. 1870.....	171,000	5	"	1870	
Various.....	117,000	5	"	1872	
June & Dec. 1870.....	125,000	5	"	1874	
Various.....	244,000	5	"	'70-'72	111 1/2
Union Fund Loan of 1861.....	182,000	5	"	1871	105 1/2
Back Bay Loan of 1862-'63.....	50,000	5	Jan. & July.	'72-'73	111 1/2
Bounty Fund Loan of 1863.....	200,000	5	"	'74-'76	106 1/2
Coast Defense Loan of 1863.....	650,000	5	"	1876	108 1/2
War Fund 5-20 Loan.....	720,000	5	"	'77-'78	98 1/2
Three Years' Loan.....	1,430,000	5	"	1879	
Michigan—Sault Canal Bonds.....	600,000	5	May & Nov.	1880	
Renewal Loan.....	220,000	5	Jan. & July.	1883	
Two Million Loan.....	200,000	5	May & Nov.	1884	
War Loan.....	4,000,744	5	"	1894	98
Bounty Loan.....	4,379,500	5	"	1894	97 1/2
Minnesota—Railroad Loan.....	888,000	5	Jan. & July.	1883	
State Bonds (for banks).....	919,324	5	Mar. & Sept.	1880	100 1/2
Consols. (interest).....	86,000	5	Jan. & July.	1879	
Railroad Loans.....	200,000	5	"	1878	
S. W. Pacific, guar.....	200,000	5	"	'73-'83	96 1/2
Han. and St. Jo. R. R. Loan.....	1,728,000	5	"	1888	
Nebraska—(No Account).....	896,000	5	"	1886	
Nevada—(No Account).....	463,000	5	"	1890	100 1/2
New Hampshire—War Loan of July 1, 1861.....	2,275,000	5	Jan. & July.	1883	
of Sept. 1, 1864.....	7,000,000	5	Jan. & July.	'62-'71	93 1/2
of Oct. 1, 1865.....	453,000	5	"	'62-'70	94 1/2
of July 1, 1866.....	2,830,000	5	"	1887	
New Jersey—War Loan of 1861 (free).....	13,734,000	5	"	'82-'90	94 1/2
of 1863 (free).....	1,589,000	5	"	'81-'87	94 1/2
of 1864 (free).....	3,000,000	5	"		
New York—General Fund Stocks.....	1,099,800	5	Jan. & July.	'69-'78	97 1/2
Canal Stocks.....	600,000	5	Mar. & Sept.	'84-'89	96 1/2
Bounty Stock.....	1,267,000	5	April & Oct.	'69-'74	99
Bonds.....	500,000	5	Jan. & July.	1869	
North Carolina—State Bonds (old).....	1,599,800	5	Jan. & July.	'69-'84	103 1/2
(new).....	1,002,900	5	"	'86-'96	
(Chatham R. R.).....	593,409	5	"	'97-'02	
(funding).....	700,000	5	"	'97-'02	
Ohio—State Loan (New York).....	800,000	5	J. A. J. & O.	1872	105 1/2
Union Loan (Columbus).....	1,189,751	5	"	1873	108
Oregon—Bounty Bonds.....	900,009	5	"	1874	
Relief Bonds.....	348,107	5	"	1875	
Pennsylvania—State Stocks.....	2,607,300	5	"	1876	
Coupon Loans.....	5,726,800	5	"	1877	
Inclined Plane Loan.....	2,250,000	5	"	1878	
Redemption Loan of 1867.....	500,000	5	"	1879	
Military Loan.....	900,000	5	"	1880	
Rhode Island—War Loan of 1861.....	2,035,800	5	"	1881	
of 1862.....	3,757,000	5	"	1882	
of 1863.....	22,186,000	5	"	1883	
of 1864.....	8,511,000	5	"	1884	
State House Loans.....	3,059,045	5	"	1885	
Blue Ridge R. R. ....	3,200,000	5	"	1886	
Funding Bonds.....	2,439,900	5	"	1887	
Tennessee—State Bonds.....	2,026,171	5	"	1888	
Fire Loan, 1838.....	1,600,000	5	"	1889	
(stg.).....	400,000	5	"	1890	
State House Loans.....	84,015	5	"	1891	
Blue Ridge R. R. ....	82,142	5	"	1892	
Funding Bonds.....	2,797,910	5	"	1893	
Military Loan.....	1,642,123	5	"	1894	
Railroad Loans.....	4,724,000	5	"	1895	
Railroad Endorsements.....	112,000	5	"	1896	
Funding Bonds.....	400,000	5	"	1897	
Guaranteed Bonds.....	4,907,150	5	"	1898	
West Virginia—No Debt.....	7,909,600	5	"	1899	
Wisconsin—War Loan Bonds.....	9,273,050	5	"	1900	



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 87 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	95	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	87 1/2
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000						2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.....	3,500,000						Central of Georgia:						
Androscoggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98 1/2
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	103
1st Mortgage (Pennsylvania).....		7*	"	"	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	102 1/2
1st Mortgage (Ohio).....		7*	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch).....	6,000,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84 1/2
1st Mortgage (Buffalo Extension).....		7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....		7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	98 1/2
2d Mortgage (New York).....		7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111 1/2
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	104 1/2
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883	....	National Loan.....	26,010,000	6	"	"	1895	....
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Cheraw and Darlington:						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	2,000,000		— & —	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....		6*	May & Nov.	New York.	1900	90 1/2
Portland City Loan (sfg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	99 1/2	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	91 1/2
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	96 1/2	1st Mortgage, pref. sinking fund.....	402,000	7	May & Nov.	New York.	1877	97
Loan of 1859.....	579,500	6	"	"	1880	96	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	102 1/2
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	96	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	92 1/2
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	114
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belleville:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Belleville and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	41
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	85	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	85	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1909	95
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	84	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee, (45 m's):						
Boston and Albany:							1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	98 1/2
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Pref. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	100
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	96 1/2
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
1st Mort. (Cone. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87 1/2
2d Mort. conv. (1st M. on 22 1/2 m.).....	100,000	6	Jan. & July.	Boston.	1870	90 1/2	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	88 1/2	Elgin and State L. purchase b'ds.....	189,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds.....	3,296,000	7	F. M. A. & N.	"	1915	98 1/2
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (new) for \$20,000,000.....		7	Jan. & July.	"	1899	32	1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	"	1882	96
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.).....	1,029,000	7	May & Nov.	"	1875	95
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.).....	1,010,000	7	March & Sept.	"	1898	90
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	1st Mort. (Chi. & Mil. R. W. 85 m.).....	1,098,000	7	Jan. & July.	"	1898	....
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mortgage (Beloit & Mad. R.).....	368,000	7	"	"	1888	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	101 1/2
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.).....	7,375,000	7	"	"	1896	99 1/2
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O. C. Cross-cut).....	600,000	7	"	New York.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	91	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	Cincinnati and Indianapolis Junc.:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	87 1/2	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....
2d Convertible bonds.....	60												

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	....	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage.....	1,000,000	7	" "	" "	1880	....	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	91	3d Mortgage.....	6,000,000	7	" "	" "	1883	91
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	84
1st Mort. (June B. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	925,500	7	June & Dec.	" "	1888	78½
1st Mort. (June B. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882	....	Buffalo Branch Bonds.....	188,400	7	Jan. & July.	" "	1891	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103	Sterling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1875	....
2d Mortgage (Clev. & Tol.).....	1,000,000	7	April & Oct.	" "	1886	....	Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	....
Columbia, Chicago & Ind. Cent.: Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	84½	New Mortgage.....	859,000	7	Jan. & July.	" "	1893	....
Columbus and Indiana Central:							Evansville and Crawfordsville:						
1st Mortgage.....	821,000	7	May & Nov.	New York.	1886	69½	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	....
Income Bonds.....	1,243,000	7	" "	" "	1891	....	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	....
Columbus and Hooking Valley:							Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	....
1st Mortgage.....	292,500	7	Jan. & July.	New York.	1897	....	Fall River, Warren & Providence:						
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909	....	1st Mortgage.....	200,000	7	" & "	Providence.	18—	....
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	1st Mortgage guaranteed.....	100,000	6	" & "	Princeton.	18—	....
Connecticut and Passumpsic Riv.: 1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94½	Flint and Pere Marquette:						
Notes of '66 and '67, free.....	295,000	7	" "	" "	76-77	100	1st Mortgage.....	1,520,500	7	" & "	New York.	18—	....
Connecticut River:							Galena & Chic. Union (C.N. & W.):						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	93	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	91
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	85	Georgia:						
Cumberland and Pennsylvania:							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	....
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	....	Grand Rapids and Indiana:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	....	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
Cumberland Valley:							Grand River Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	....
2d Mortgage.....	109,500	8	" "	" "	1904	....	Grand Trunk (Can.):						
Danbury and Norwalk:							1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	....	2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	....
Danv., Urbana, Blooming. & Pekin:							3d Preference Bonds.....	3,414,094	5*	" "	" "	18—	....
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	....	4th Preference Stock.....	25,562,860	4*	" "	" "	18—	....
Dayton and Michigan:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	....
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	....	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	....
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	....	Great Western of Canada:						
3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....	Government Loan £573,688.....	2,782,387	6*	" & "	Ottawa.	....	....
Dayton and Union:							Mortgage Bonds £615,200.....	2,983,720	6*	" & "	London.	73-76	....
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	Mortgage Bonds £547,000.....	2,652,950	5*	" & "	" "	77-78	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	Stock Debentures £40,700.....	228,500	5*	" & "	" "	irred.	....
Income Bonds.....	252,445	6	" "	" "	1879	....	Great Western of Illinois:						
Dayton and Western:							1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	....
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	....	1st Mortgage (General).....	1,455,000	7	" "	" "	1888	90
Delaware:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	81½
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	Greenville and Columbia:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	....
State Loan.....	170,000	6	" "	" "	1876	....	Hannibal and St. Joseph:						
Extension Mortgage.....	100,000	6	" "	" "	1880	....	Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	105½
Delaware, Lackawanna & Western:							Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	103½
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	Eight per cent. Loan.....	860,000	8	" "	" "	1874	....
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98½	Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	....
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" "	1881	97½	Ten per cent. Loan.....	500,000	10	" & "	" "	1869	....
Des Moines Valley:							1st Mort. (Quincy and Palmyra)	500,000	8	" & "	" "	18—	....
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....	1st Mort. (Kan. City & Cameron)	1,200,000	10	" & "	" "	1891	108½
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....	Harrisburg and Lancaster:						
Detroit and Milwaukee:							1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	91
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	Hartford and New Haven:						
2d Mortgage.....	1,000,000	8	" "	" "	1875	....	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....	Hartford, Providence and Fishkill:						
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
Bonds of June 30, 1886, (cond.)...	1,861,639	6	" "	" "	1886	....	1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" "	Hartford.	1876	....
Detroit, Mon. & Tol. (M.S. & N.L.)							Hempfield:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	....
Detroit and Pontiac (Detr. & Mil.):							Housatonic:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	....	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage.....	150,000	7	April & Oct.	" "	1878	....	2d Mortgage.....	100,000	7	" "	" "	1885	....
1st Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....	Houston and Texas Central:						
Dubuque and Sioux City:							1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	97	1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (construction).....	660,000	7	" "	" "	1894	....	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	106
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	102
Dubuque Southwestern:							Huntington and Broad Top Mt.: 1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	90
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	....
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	....	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27½
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	....	Construction.....	3,187,500	7	April & Oct.	New York.	1875	109
East Pennsylvania:							Construction.....	332,000	6	" "	" "	1875	....
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	....	Redemption.....	2,500,500	6	" "	" "	1890	....
East Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6*	" "	London.	1875	....
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Mortgage (old).....	640,000	6	" "	" "	1880	....	Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,400	7	" "	" "	1880	....	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	70
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	....
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	....	Indianapolis, Crawfordsv. & Danv.: 1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	....
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	....	Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	....	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	....
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	....	1st Mortgage (Eldora R. R.)...	272,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872	....	Jackson, Lansing and Saginaw:						
2d Mortgage, convertible.....	753,000	6	Feb. & Aug.	Boston.	1874	99	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
1st Mortgage (E. & W. Railroad)	214,000	6	Jan. & July.	" "	1876	....	Jeffersonville (J. M. & I.): 2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	....
Bonds of 1888.....	500,000	6	March & Sept.	" "	1889	96½	Jeffersonville, Madison & Indian: 1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	....
Edgemoor and Kentucky:							Joliet and Chicago:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	....	1st Mortgage, guaranteed, S. F.. Joliet and Northern Indiana:	500,000	8	Jan. & July.	New York.	1883	....
Elmira and Williamsport:							1st Mortgage, guaranteed.....	600,000	7	Jan. & July.	New York.	1874	....
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	96							
Income Bonds.....	570,000	5	April & Oct.	" "	1872	90							
European and North American:													
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....							



# AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

715

An Asterisk (\*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage.....	1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,503,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,689,800	8	Jan. & July.	New York.	1861	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	6	May & Nov.	Mobile.	1867	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67..	556,421	8	"	New York.	1876	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99 1/2	Liquidation (10 year) bonds.....	697,900	8	"	Mobile.	1882	72
Knoxville and Charleston:							Interest bonds.....	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.	100,000	8	Jan. & July.	New York.	1871	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income Bonds.....	306,900	8	"	"	1876	....
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
Lackawanna and Bloomsburg:							Morris and Essex:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	100 1/2
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99 1/2
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Nashville and Chattanooga:						
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lake Erie and Louisville:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Tenn. Coupons Funded.....	428,270	6	"	"	1892	....
Lawrence:							Nashville and Decatur:						
1st Mortgage.....	380,000	7	"	Pittsburg.	1886	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	90-92	....
Lehigh and Lackawanna:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	91	2d Mortgage.....	500,000	6	"	New York.	1887	....
Lehigh Valley:							Nashville and Northwestern:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	88-94	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	97 1/2	2d Mortgage.....	792,050	6	"	"	71-83	....
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	Naugatuck:						
Little Miami:							1st Mortgage, Convertible.....	164,000	7	Jan. & July.	Bridgeport.	1876	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Newark and New York:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Rock and Fort Smith:							Newburg & New York (Oct. 1, '68):						
1st Mortgage for \$3,500,000.....	6*			Boston	....		1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							New Bedford and Taunton:						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Long Island:							New Brunswick and Canada:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	Newcastle and Beaver Valley:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville, Cincin. and Lexington:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage for \$3,000,000.....	2,028,000	7	Jan. & July.	New York.	1897	....	New Haven and Darby:						
Louisville and Frankfort:							1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	70-78	....	New Haven and Northampton:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1890	....
Louisville and Nashville:							1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	69-77	98	New Jersey:						
2d Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	70-75	96	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	76-87	93
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	....	New London Northern:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	80-85	92	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	86-87	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Lebanon Br...	225,000	6	May & Nov.	"	1886	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville Loan, Leb. Br. Ext...	333,000	6	April & Oct.	"	1893	....	N. Orleans, Jackson & Gt. North..						
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	90	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Louisville, N. Albany & Chicago.							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	N. Orleans, Opelousas & Gt. Wm:						
Macon and Brunswick:							1st Mort. construction (80 m.) ..	1,842,000	8	April & Oct.	New York.	1889	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	2d Mort. (F.) for \$1,000,000 (80m.)	1,842,000	8	Jan. & July.	"	1887	....
Mahanoy and Broad Mountain:							New York Central:						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	....
Maine Central:							Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	....
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	90-91	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	....
\$400,000 Loan.....	307,700	6	June & Dec.	"	70-71	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	....
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for real estate.....	182,000	6	"	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds and mortgages.....	58,215	7	various.	"	var.	....
Marietta and Cincinnati:							Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	....
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	98 1/2	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	New York and Flushing:						
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	76	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Harlem:						
Memphis and Charleston:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	New York and New Haven:						
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
Memphis and Little Rock:							New York, Providence & Boston:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	72-78	96
Mortgage (road and land).....	1,800,000	8	May & Nov.	"	1890	....	Extension Bonds.....	250,000	6	May & Nov.	"	1893	....
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Norfolk and Petersburg:						
Michigan Central:							1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	North Eastern:						
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	120	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
Michigan Southern & North. Ind.:							North Missouri:						
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	100	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1865	....
2d Mortgage.....	2,693,000	7	"	"	1877	95	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	92 1/2	North Pennsylvania:						
Mifflin and Centre County:							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	....
Milwaukee & Chicago, (40 miles):							2d Mortgage.....	276,500	7	— & —	"	18—	....
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.										

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	.....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	.....
New Loan for \$800,000.....		8	"	"	1887	.....	Consolidated Bonds.....	300,000	6	"	"	1896	.....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
Construction bonds.....	124,500	7	"	"	1877	.....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	.....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....
Equipment Bonds.....	300,000	8	"	"	'60-'78	102½	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	.....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	101	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	.....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	.....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	.....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	.....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	91½	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	.....
Consolidated Mort. sterling.....	83,420	.....	"	London.	1898	.....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	94½
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	.....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	81½	Plaza,ville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	.....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	1st Mortgage.....	525,000	10*	"	"	1894	.....
Company Bonds.....	458,000	6	April & Oct.	"	1875	94	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103½	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	.....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	74½	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	84
3d Mort. " " "	675,500	8	May & Nov.	Richmond.	1873	85	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	76	1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	.....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	81	2d Mortgage.....	250,000	7	"	"	1888	.....
Va. State Loan.....	249,922	6	"	"	1887	.....	Equipment Bonds, convertible..	296,000	7	"	"	1876	.....
Owego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Owego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	.....
1st Mort. guar. by R. W. & O.....	500,000	7	May & Nov.	New York.	1916	.....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
Owego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	.....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76½
2d Mortgage.....	375,000	7	"	"	1885	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	.....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	98	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
St. Louis Loan.....	700,000	6	"	"	'71-'73	97½	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	81
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	.....	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	.....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	76½
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	.....	Rich., Frederickburg & Potomac:						
2d Mortgage, Sterling.....	346,000	7*	"	"	1875	.....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	.....
3d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	.....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	.....
Patterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York	1888	.....	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	.....
1st Mortgage endorsed.....	100,000	7	"	"	1877	.....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	.....
1st Mortgage for \$16,000 per m..	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	96	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'60-'70	.....
1st Mort. { Harriab. to Pittab. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	103	Rockford, R. Island & St. Louis:						
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	98½	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. stg. { " " " }	2,283,840	6	"	London.	1875	.....	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	96½	1st Mortgage.....	1,384,000	7	"	New York	18—	.....
State lien on whole property....	6,232,755	5	April & Oct.	Harrisburg.	1890	.....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures....	3,520,728	6	J. A. J. & O.	Philadelphia.	'60-'71	.....	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1890	.....
1st Mortgage guaranteed.....	2,097,000	7	"	"	1877	.....	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'60-'74	.....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	.....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	192
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	.....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—	.....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	.....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	.....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	.....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	.....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107½
Perkdoman:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	.....
1st Mortgage.....	255,000	6	"	"	18—	77	2d Mortgage ( " " " ).....	500,000	7	"	"	1882	.....
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	"	18—	.....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	97
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	.....
1st Mortgage.....	875,000	7	Jan. & July.	Philadelphia.	1876	.....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	85
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	.....
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	101	2d Mortgage Income (Series E)...	1,700,000	7	"	"	1894	77½
1st Mortgage (General).....	5,000,000	6	"	"	1881	92½	St. Louis and Iron Mountain:						
2d Mortgage.....	4,000,000	6	"	"	1901	85½	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	89½
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	93	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.:							1st Mortgage (\$15,000 per mile)...	2,365,000	7	April & Oct.	New York.	1884	92½
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	.....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	.....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	.....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandallia & T. Haute:						
Bonds of 1860-43-44-45 and 49..	2,497,800	6	"	"	1880	93	1st Mortgage, S. F., guaranteed..	1,900,000	7	Jan. & July.	New York.	1897	.....
Bonds of 1867, convertible.....	171,500	6	"	"	1886	100	2d Mortgage, S. F., guaranteed..	2,600,000	7	"	"	18—	.....
Bonds of 1886, Sterling.....	182,400	6*	"	"	1880	.....	St. Paul and Chicago:						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	...
Selma and Meridian:							" " 2d class...	850,000	7	" " "	" "	1890	...
1st Mortgage.....	79,873	...	— & —	" "	...	...	" " 3d class...	154,000	7	{ Jan. & Jul.	" "	1890	...
2d Mortgage.....	52,000	...	— & —	" "	...	...	" " 4th class...	1,263,000	7	" " "	" "	1890	...
3d Mortgage.....	665,000	...	— & —	" "	...	...	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	70
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	...	2d Mortgage.....	23,500	6	" " "	" "	1868	744
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" "	1864	...	3d Mortgage (Enlarged).....	990,000	6	" " "	" "	1884	...
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	" "	1887	...	Income Bonds.....	138,500	6	" " "	" "	1865	...
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" " "	" "	1890	844
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	...	Warren:						
Shenandoah and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	Warwick Valley:						
Sloux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	...
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	...	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	...
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	...
2d Mortgage.....	250,000	6	" " "	" "	1876	...	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.)							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	95
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	...	2d Mortgage, registered.....	1,000,000	8	April & Oct.	" "	1878	...
South Carolina:							West Jersey:						
Sterling Bonds £452,9124.....	2,612,944	5*	Jan. & July.	London.	'71-'85	...	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	98
Sterling Bonds £59,0314.....	262,366	5*	" " "	Charleston.	'71-'85	...	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	" "	1896	...
Domestic Bonds.....	418,016	6	" " "	" "	'73-'74	...	Western (Boston and Albany).						
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	...	Sterling Loans, £899,900.....	2,051,520	5*	April & Oct.	London.	'90-'71	...
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	...	Dollar Bonds.....	798,000	6	" " "	Boston.	1875	96
South and North Alabama:							Western Maryland:						
1st Mort. (\$16,000 p.m.) endorsed	...	8	— & —	New York.	1889	...	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	924
South Shore:							1st Mortgage unendorsed.....	400,000	6	" " "	" "	1890	80
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by B.	300,000	6	" " "	" "	1890	90
South Side, Va.:							2d M. for \$300,000, end. by W. Co.	300,000	6	" " "	" "	1890	86
2d Mort., guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	...	Western Pennsylvania:						
3d Mort. (for City Point R. R.)...	175,000	6	" " "	" "	'65-'68	...	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81
4th Mortgage.....	317,000	6	" " "	" "	'70-'72	...	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	...
Consol. Mortgage.....	...	8	" " "	New York.	'84-'90	...	Whitehall and Plattsburg:						
South Side, L. I.:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	...
South Western:							Wicomico and Pocomoke:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	...	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	...
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	...
Southern Minnesota:							1st Mortgage guar. by State.....	...	8	" " "	" "	1897	644
1st Mort. (10-20 yrs) \$20,000 p.m.	...	8	Jan. & July.	New York.	1888	...	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	...
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	2d Mortgage, 2d pref.....	146,000	7	" " "	" "	1886	...
Staten Island:							1st Mortgage, 3d pref.....	528,000	7	" " "	" "	1886	...
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	2d Mortgage.....	80,000	7	May & Nov.	" "	1873	...
Sterling Mountain:							Wilmington and Weldon:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	1st Mortgage, Sterling.....	578,888	6*	Jan. & July.	London.	1881	...
Sullivan:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	...
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	93
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	...	York and Cumberland (N. Cent.)						
Syracuse, Binghamton and N. Y.:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	3d Mortgage.....	500,000	6	" " "	" "	1877	...
Summit Branch:							CANAL BONDS.						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	864	Chesapeake and Delaware:						
Sussex:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	944
1st Mortgage.....	200,000	6	— & —	New York.	18—	...	Chesapeake and Ohio:						
Tioga:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	...
Toledo, Peoria and Warsaw:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1888	...
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	824	Delaware Division:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	824	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	81
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	...	Delaware and Hudson:						
Toledo, Wabash and Western:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	...
1st Mort. (Tol. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	...
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	" "	1890	...	Delaware and Raritan (See Cam						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	344	den and Ambroy R. R.)						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	" "	1871	...	Erie of Pennsylvania:						
Equipm't Bonds (T. & W. 75m.)	600,000	7	" " "	" "	1883	78	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	...
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	824	Interest Bonds.....	161,960	7	" " "	" "	18—	...
Troy and Boston:							Illinois and Michigan:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1837	...	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	...
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	...	Ill. State bonds, sterling, reg...	500,967	6*	" " "	" "	1870	...
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	...	Ill. State bonds, stg. coup. & reg.	32,700	6*	" " "	New York.	1870	...
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	" "	1870	...
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	1st Loan.....	384,122	6	J. A. J. & O.	Philadelphia.	1870	...
2d Mortgage, guaranteed.....	360,000	6	" " "	" "	1878	...	2d Loan.....	5,606,122	6	" " "	" "	1884	86
Union Pacific:							3d Loan.....	2,000,000	6	" " "	" "	1897	...
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N. Y. & Boston	'95-'99	374	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	894
2d Mortgage (Gov. subsidy).....	27,951,000	6*	" " "	" "	'95-'99	...	Convertible Loan.....	1,201,850	6	" " "	" "	1877	80
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N. Y. & Boston	'87-'89	764	Monongahela Navigation:						
Income bonds.....	8,163,000	10	Mar. & Sept.	Boston.	'72-'74	864	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	...
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	" " "	" "	18—	...
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	...	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	824
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	" " "	" "	1876	76
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Boat Loan.....	232,087	6	" " "	" "	1885	76
1st Mortgage on 254 miles.....	4,068,000	6*	June & Dec.	" "	1896	...	North Branch:						
2d Mortgage (Gov. subsidy).....	6,308,000	6	Jan. & June.	" "	'95-'97	...	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	...
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	...	Schuylkill Navigation:						
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	" "	'71-'76	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	" "	1916	...	2d Mortgage.....	3,980,070	6	Jan. & July.	" "	1882	73
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	" "	1876	72
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	864	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	434	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	...
Equip. Loan (Vt. C. & Vt. & Cn.)	1,000,000	8	May & Nov.	Boston.	'77-'80	...	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	45
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	...
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	94	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	3
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	" " "	Boston.	1860	...	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1879	...
3d Mortgage.....	293,200	7	" " "	New York.	1859	...	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	724





Dec. 31, 1898	340.41	49.9	70.8	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Dec. 31, 1897	320.37	72	68.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Nov. 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Nov. 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Oct. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Oct. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Sept. 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Sept. 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Aug. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Aug. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
July 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
July 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
June 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
June 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
May 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
May 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
April 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
April 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
March 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
March 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Feb. 28, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Feb. 28, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Jan. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Jan. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Dec. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Dec. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Nov. 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Nov. 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Oct. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Oct. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Sept. 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Sept. 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Aug. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Aug. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
July 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
July 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
June 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
June 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
May 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
May 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
April 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
April 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
March 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
March 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Feb. 28, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Feb. 28, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Jan. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Jan. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Dec. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Dec. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Nov. 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Nov. 30, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Oct. 31, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Oct. 31, 1897	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602	300.3	2,177,407	548,977	628,356	2,962,614	834,449	7,100,82
Sept. 30, 1898	101.02	8	85.3	11,936,146	1,264,945	538,456	11,930,000	2,022,000	305,845	242,602							

## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Year ending	Railroad.			Rolling Stock.			Property and Assets.			Abstract of General Balance Sheet.			Operations.			Earnings.		Value of Shares.									
	Main Line.	Branch and Sidings.	2d Track and Stidings.	Railroad in Progress.	Engines.	Oars.		Freight.	Pass.	R. M. E.	Assets.	Rolling Stock.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		Railroad Operated.	Trains Moved.	Carried one mile.		Freight.	Net.	Dividends.	Par.	Market.
						Pass.	Freight.														Number.	Tons.					
Jan. 30, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Feb. 28, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Mar. 31, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Apr. 30, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
May 31, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jun. 30, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jul. 31, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Aug. 31, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Sep. 30, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Oct. 31, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Nov. 30, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Dec. 31, 1896	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jan. 30, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Feb. 28, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Mar. 31, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Apr. 30, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
May 31, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jun. 30, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jul. 31, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Aug. 31, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Sep. 30, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Oct. 31, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Nov. 30, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Dec. 31, 1897	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jan. 30, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Feb. 28, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Mar. 31, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Apr. 30, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
May 31, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jun. 30, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Jul. 31, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Aug. 31, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Sep. 30, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Oct. 31, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Nov. 30, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045	3,045
Dec. 31, 1898	37.0	2.0	116.0	3	84	68	1	1,000,000	700,000	3,045	3,045	3,045	3,045</														



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**DANALS, &c**



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses a-v Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '88	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	p. c.	100	100	
Nov. 30, '88				Albany st. Freight (B'ton). Mass.		150,000						100	100	
Oct. 31, '88	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,098		100	100	
Dec. 31, '88	31.00	480	80	Baltimore City.....Md.								100	100	
Sept. 30, '88	22.00	401	50	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	
Nov. 30, '88	3.53	162	40	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	38
Sept. 30, '88	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	
Sept. 30, '88	16.00	791	106	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	
Sept. 30, '88	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	
Sept. 30, '88	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,600,000	300,000		1,197,309	233,938	12.0	100	100	
Sept. 30, '88	11.00	201	43	Brooklyn City & Newtown. N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30, '88	6.50	40	12	B'klyn, Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487				100	100	
Sept. 30, '88	4.28	4	30	B'klyn & Rockaway Beach. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30, '88	15.21	197	53	Buffalo street.....N.Y.	318,099	50,000	186,000	109,500	99,734	17,427	50	50	50	
Sept. 30, '88	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	
Nov. 30, '88	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101
Sept. 30, '88	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097	10	10	10	
Sept. 30, '88	36.00	561	149	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	
Dec. 31, '88	9.20			Cincinnati street.....O.								100	100	
Oct. 31, '88	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			227,389	95,876	32.1	50	194	
Oct. 31, '88	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	
Dec. 31, '88	6.50			City Passenger (Cin.).....O.								100	100	
Sept. 30, '88	14.83	238	18	Coney Island (Brooklyn).....N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	
Sept. 30, '88	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	
Sept. 30, '88	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443		100	100	
Oct. 31, '88	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	
Sept. 30, '88	18.00	872	100	Eighth Avenue (N.Y. City) N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	
Dec. 31, '88	8.00	52	9	Fairhaven and Westville.....Conn.	152,917	150,000						100	100	
Sept. 30, '88	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	
Sept. 30, '88	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	
Oct. 31, '88	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	38
Sept. 30, '88	3.25	16	5	Genesee & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,658	159		100	100	
Oct. 31, '88	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	30
Oct. 31, '88	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30, '88	5.50	92	15	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	
Oct. 31, '88	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	39
Sept. 30, '88				Greenpoint & Wmbg. (Bkn) N.Y.										
Sept. 30, '88	10.00	122	23	Harlm. Br. Morr. & F'dham. N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	
Oct. 31, '88	2.14	19	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	
Dec. 31, '88	9.00	18	6	Hartford & Wethersfield. Conn.	180,000	180,000						100	100	
Oct. 31, '88	13.17	345	78	Hart, Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,202	262,829	40,431		50	50	15
Dec. 31, '88				Hoboken and Hudson City. N.J.										
Dec. 31, '88				Hoboken and Weehawken. N.J.										
Sept. 30, '88	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	
Dec. 31, '88	10.47			Jersey City & Bergen Point. N.J.										
Sept. 30, '88	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3	100	100	
Oct. 31, '88	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	9,702	25	9	9	
Nov. 30, '88	4.03	48	9	Lynn and Boston.....Mass.	69,416	55,530		2,080	29,240	3,411		100	100	
Nov. 30, '88	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	
Nov. 30, '88	3.60			Malden and Melrose (B'tn). Mass.	60,246		52,600		24,472					
Nov. 30, '88	1.00			Marginal Freight (Boston). Mass.	177,624	177,700						100	100	30
Nov. 30, '88	3.08			Medford & Charlestown. (B'tn). Mass.	27,500	21,000	6,500			2,240		100	100	
Nov. 30, '88	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	
Sept. 30, '88	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	
Nov. 30, '88	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	177,164	765,981	135,284	10.0	100	100	69	
Nov. 30, '88	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	39,917	206,640	16,659		100	100	75
Sept. 30, '88	12.20	180	52	Ninth Avenue (N.Y. City) N.Y.	468,322	797,320	167,000		95,848	595		100	100	
Nov. 30, '88	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	
Nov. 30, '88	2.16	6	2	North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	
Oct. 31, '88	7.25	73	13	Oakland & E. Liberty (Phg.) N.J.	105,457	59,500	17,000	43,094	49,929			50	50	
Dec. 31, '88	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	
Dec. 31, '88	3.81			Peoples' (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '88	9.17	30	8	Peoples' street (Scranton).....Pa.	110,907	104,028			16,003	Loss.	15	100	100	
Oct. 31, '88	7.07	271	48	Philadelphia City (C. & W.) Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20	50	15	45
Oct. 31, '88	5.89	50	14	Philadelphia City (C. & W.) Pa.	250,419	160,000	89,000		40,374	11,622	4	20	20	12
Oct. 31, '88	8.50	140	28	Philadelphia & Darby.....Pa.	298,548	285,307	5,500		87,643	16,274	7	50	25	23
Oct. 31, '88	8.25	153	23	Pbg., Allegheny & Manch. Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	
Oct. 31, '88	5.20	80	12	Pittsburg & Birmingham.....Me.	108,488	82,000	10,600	30,082	70,706	9,481	7.3	50	41	
Dec. 31, '88	6.85	92	16	Portland.....Pa.	160,300	160,300		600	45,007	12,809	7	100	100	
Nov. 30, '88	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	
Oct. 31, '88	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30, '88	10.50	96	22	Rochester and Brighton.....N.Y.	74,000	59,000	15,000		31,490	11,200		100	100	
Nov. 30, '88	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	
Oct. 31, '88	3.96			Schuylkill River (Phila.).....Pa.	47,464	50,000						50	10	
Sept. 30, '88	16.00	597	91	Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	
Oct. 31, '88	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11	50	30	46
Oct. 31, '88	6.62	110	17	17th and 19th street (Phila.) Pa.	116,918	130,000		37,408	79,754	11,569		50	15	
Sept. 30, '88	8.37	657												

## PREFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (f) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire* guaranteed	600,000	7	7	100
Blossburg and Corning* guar.	250,000	6	6	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa* pref. and guar.	2,200,000	7	7	77
Cayuga and Susquehanna* guar.	589,110	7	7	9
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	34	100
Central Ohio, preferred	400,000	7	29	100
Chemung* guar.	380,000	8	6	100
Cheshire, preferred	2,017,815	7	3	92
Chicago and Alton, pref.	2,425,400	7	10	118
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	18,159,997	7	10	89
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* f guar.	6,250,000	34	34	100
Cochecho, preferred	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	100
Delaware* guaranteed	694,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed	1,088,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	45	100
Hannibal and St. Joseph, pref.	5,253,836	120	120	100
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Housatonic, preferred	1,180,000	8	4	84
Huntingdon & Broad Top Mountain, preferred	190,750	7	34	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	2,646,100	7	7	100
Little Schuylkill* guar.	848,315	9	9	90
Louisville, Cincinnati and Lexington preferred	6,586,135	6	20	100
Marietta and Cincinnati, 1st pref.	4,051,744	6	8	100
" 2d pref.	1,000,000	9	9	100
Manchester and Lawrence* guar.	586,800	10	10	100
Michigan Southern, guaranteed	323,375	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Milwaukee and F. du Chien, 1st pref.	9,744,268	7	7	81
" 2d pref.	3,775,000	8	8	100
Milwaukee and St. Paul, preferred	282,250	12	12	100
Minnesota and St. Paul* guar.	1,344,000	2	2	100
New Haven and Northampton* guar.	1,500,000	8	8	144
New York and Harlem, pref.	1,000,000	6	6	100
Niagara Br. and Canandaigua* guar.	155,000	8	8	100
Norfolk and Western (S. C.) preferred	1,037,000	8	8	110
Ogdensburg and L. Champlain, pref.	3,500,000	7	7	75
Ohio and Mississippi, pref.	630,000	8	8	100
Patterson and Hudson* guar.	248,000	6	6	100
Patterson and Ramapo* guar.	1,200,000	6	6	100
Peoria and Bureau Valley* guar.	5,996,700	10	10	100
Philadelphia and Erie* guar.	1,551,800	10	10	100
Philadelphia and Reading, pref.	1,099,120	10	10	100
Philadelphia and Trenton* f guar.	450,000	6	6	100
Pittsfield and North Adams* guar.	202,400	6	6	100
Port. & Kennebec (Yarmouth) guar.	1,500,000	6	6	100
Portland, Saco & Portsmouth* guar.	350,000	7	7	100
Portsmouth and Concord* guar.	142,900	7	7	100
Richmond, Fredericksburg & Potomac, guaranteed	567,500	7	7	100
Rochester and Genesee Valley* guar.	2,040,000	7	7	78
Rutland, preferred	445,596	6	6	63
St. Louis, Alton and T. H., pref.	576,050	6	6	36
Sandusky and Cincinnati, pref.	869,450	5	5	100
Schuylkill Valley* guar.	1,300,000	7	7	100
Shamokin Valley & Pottsville* guar.	1,700,000	7	7	100
Tol., Peoria & Waraw (W. D.) pref.	1,000,000	7	7	100
" (E. D.) pref.	274,000	7	7	100
Toledo, Wabash and Western, pref.	2,500,000	8	8	100
Troy and Greenbush* guar.	1,408,300	7	7	100
Vermont and Canada* guar.	200,000	5	5	100
Warren* guar.	317,950	2	2	100
White Mountains* guar.				
Wright, York & Gettysburg* pref.				
<b>CANAL STOCKS:</b>				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred	1,175,000	10	10	70
Schuylkill Navigation, pref.	2,888,997	6	6	37
Union, preferred		6	6	100
<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.		6	6	82
Mariposa Mining, pref.	\$,774,400	7	7	16

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished, 8 cents per lb.	
Pig, Scotch, No. 1.....	per ton 34 @ 37
Pig, American, No. 1.....	32 @ 33
Pig, American, No. 2.....	30 @ 31
Pig, American, Forge.....	29 @ 30
Bar, Refined, English and American.....	@ 75
Bar, Swedes, assorted sizes.....	(gold) 85 @ 100
<b>STORE PRICES.</b>	
Bar, Swedes, ordinary sizes.....	110 @
Bar, Refined.....	@ 77 50
Bar, Common.....	72 50 @
Scroll.....	87 50 @ 115
Ovals and Half-round.....	95 @ 110
Band.....	95 @
Horse Shoe.....	95 @
Rods, 1/2 to 1 1/2 inch.....	85 @ 120
Hoop.....	105 @ 145
Nail Rod.....	per lb. 7 @ 7 1/2
Sheet, Russia, as to No.'s.....	(gold) 11 @ 11 1/2
Sheet, Single D. and T. Common.....	44 @ 54
Rails, English.....	(gold) 59 @ 60
Rails, American, at Works in Penna. c'y.....	71 @ 72
Anvils, (Eagle).....	per lb. currency 8 @
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality).....	per lb. 15 @ 18
English Spring (2d and 1st quality).....	7 @ 10
English Blister (2d and 1st quality).....	10 @ 17
English Machinery.....	11 1/2 @ 14
English German (2d and 1st quality).....	13 @ 15
American Blister "Black Diamond".....	12 @ 12
American, Cast, Tool, do.....	18 @
American, Spring, do.....	9 @ 11
American Machinery do.....	12 @ 12
American German do.....	9 @ 12
<b>NAILS—DUTY:</b> Cut, 1 1/2; Wrought, Horse Shoe, 2 1/2 5 cents per lb. (Cash.)	
Cut, 4d. @ 10d.....	per 100 lb. 4 25 @
Clinch.....	@ 6
Horse Shoe, Forged (No. 10 to 6).....	per lb. 23 @ 28
Copper.....	35 @ 36
<b>TIN—DUTY:</b> Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca.....	(gold) per lb. @ 40
Straits.....	(gold) @ 38
English.....	(gold) @ 36
Plates—Fair to good brands.....	Gold—Currency.
I. C. Charcoal.....	per box. 8 75 @ 9 10 @ 10 50
I. C. Coke.....	7 @ 7 75 8 25 @ 9 25
Coke Terne.....	6 @ 6 25 7 25 @ 7 75
Charcoal Terne.....	7 75 @ 8 25 9 @ 9 50
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk).....	per gall. @ 14 1/2
Crude, 40 @ 47 gravity (in shipping order).....	18 1/2 @ 18 1/2
Refined, prime L. S. to W. (110 @ 115 test).....	@ 25
Refined, Standard White (in ship'g order).....	@ 26 1/2
Refined, Prime White (in shipping order).....	27 1/2 @
Refined, S. W. (in jobbing lots).....	27 1/2 @ 28 1/2
Refined, S. W. (in tin).....	31 1/2 @ 32 1/2
Naphtha, Refined, (65 @ 73 gravity).....	@ 9
Residium.....	per bbl. 4 @
<b>GLASS—DUTY:</b> Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.	
<b>American Window.</b>	
(Single Thick.)	(Old List.)
	1st. 2d. 3d. 4th.
	A. B. C. D.
6 by 8 to 7 by 9.....	\$7 75 \$7 00 \$6 50 \$6 00
8 by 10 to 10 by 15.....	8 25 7 50 7 00 6 50
11 by 14 to 12 by 18.....	9 75 9 00 8 00 7 00
14 by 16 to 16 by 24.....	10 50 9 50 8 50 7 50
18 by 22 to 18 by 30.....	12 25 11 25 10 00 8 00
20 by 30 to 24 by 36.....	15 00 13 75 11 50 9 00
24 by 31 to 24 by 36.....	16 50 15 00 12 50 10 00
25 by 36 to 30 by 44.....	17 50 16 00 14 50 12 50
30 by 46 to 32 by 48.....	20 00 18 00 15 50 13 50
32 by 50 to 32 by 56.....	22 00 20 00 17 00 14 50
Above.....	25 00 25 00 20 00 16 00
(The above subject to a discount of 55 @ 60 per cent.)	
<b>French Window—1st, 2d, 3d and 4th qualities.</b>	
(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10.....	(4 qts.) per 50 feet 10 @ 7 75
8 by 11 to 10 by 15.....	(4 qts.) 10 50 @ 8
11 by 14 to 12 by 18.....	(4 qts.) 12 @ 9 25
14 by 16 to 16 by 24.....	(4 qts.) 12 50 @ 9 75
18 by 22 to 18 by 30.....	(4 qts.) 15 @ 10 50
20 by 28 to 24 by 36.....	(4 qts.) 18 50 @ 12
26 by 29 to 24 by 36.....	(4 qts.) 19 50 @ 12 50
26 by 34 to 26 by 40.....	(3 qts.) 21 50 @ 16
28 by 38 to 28 by 44.....	(3 qts.) 22 @ 16 50
28 by 46 to 30 by 48.....	(3 qts.) 24 @ 17
30 by 50 to 32 by 52.....	(3 qts.) 24 50 @ 18
32 by 54 to 34 by 56.....	(3 qts.) 26 50 @ 19 50
34 by 58 to 34 by 60.....	(3 qts.) 28 @ 22
36 by 60 to 40 by 60.....	(3 qts.) 36 @ 28
(Subject to a discount of 55 @ 60 per cent.)	
English sells at 40 @ 60 per cent. off the above rates.	

## New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th. 16. F. 17. Sat. 18. M. 20. Tu. 21. W. 22
Canton Co.....	67 1/2 67 1/2 67 1/2 67 1/2 67 1/2
Central Pacific 6s.....	93 93 93 93 93
Central of N. Jersey.....	109 110 109 110 109
Chicago & Alton.....	118 118 118 118 119
" pref.....	118 118 118 118 119
" 1 M.....	118 118 118 118 119
" S. F.....	118 118 118 118 119
" Inc. bds.....	118 118 118 118 119
Chicago, Burl. & Q.....	109 109 109 109 109
" 8s, 1883.....	114 114 114 114 114
Chi. & Gt. Eastern 1st m.....	84 84 84 84 84
Chi. & Northwestern.....	84 84 84 84 84
" pref.....	90 90 90 90 90
" 1st M.....	96 96 96 96 96
" S. F.....	100 100 100 100 100
" Consol.....	93 93 93 93 93
Chic. Rock Isl. & Pac.....	121 121 121 121 121
Chicago & R. I. 7s, 1870.....	121 121 121 121 121
Chi. R. I. & Pa. 7s, 1896.....	121 121 121 121 121
Clev. Col. C. and Ind.....	81 81 81 81 81
Clev. and Pittsburgh.....	109 109 109 109 109
" 2 M.....	109 109 109 109 109
" 3 M.....	95 95 95 95 95
" 4 M.....	79 79 79 79 79
Clev. and Toledo.....	21 21 21 21 21
" S. F. 7s.....	21 21 21 21 21
Col. Chi. & Ind. C.....	21 21 21 21 21
" 1 M.....	84 84 84 84 84
" 2 M.....	65 65 65 65 65
Cumberland Coal pref.....	125 125 125 125 125
Del. & Hudson Canal.....	124 124 124 124 124
Del. Lack. & Western.....	111 111 111 111 111
" 1 M.....	111 111 111 111 111
" 2 M.....	111 111 111 111 111
Dubuque & Sioux City.....	106 106 106 106 106
Erie Railway.....	24 24 24 24 24
" pref.....	45 45 45 45 45
" 1 M. 7s, 1897.....	91 91 91 91 91
" 2 M. 7s, 1879.....	91 91 91 91 91
" 3 M. 7s, 1883.....	91 91 91 91 91
" 4 M. 7s, 1880 84.....	84 84 84 84 84
" 5 M. 7s, 1888.....	84 84 84 84 84
Great Western 2d mort.....	81 81 81 81 81
Hannibal & St. Joseph.....	121 121 121 121 121
" pref. 119.....	121 121 121 121 121
Hudson River.....	141 141 141 141 141
" 1 M. 7s, 1869.....	103 103 103 103 103
" 2 M. S. F.....	103 103 103 103 103
" 3 M. 7s, 1875.....	103 103 103 103 103
Illinois Central.....	141 141 141 141 141
" bonds.....	100 100 100 100 100
Lake Shore & Mich. S. Th. 99.....	100 100 100 100 100
Lake Shore Div. bonds.....	94 94 94 94 94
Marietta & Cin. 1st pref.....	20 20 20 20 20
" 2d pref.....	20 20 20 20 20
Michigan Central.....	124 124 124 124 124
" S. F. 8s, 1882.....	124 124 124 124 124
" conv. 8s, '69.....	124 124 124 124 124
M. S. and N. I. 1 M. S. F.....	100 100 100 100 100
" 2 M.....	94 94 94 94 94
Mariposa Mining Co.....	7 7 7 7 7
" pref.....	16 16 16 16 16
" Tr. 10s cfs.....	16 16 16 16 16
Milw. and St. Paul.....	68 68 68 68 68
" pref.....	82 82 82 82 82
" 1st mort.....	96 96 96 96 96
" 2d mort.....	107 107 107 107 107
" 8s.....	107 107 107 107 107
" 7 3/4 10s con.....	94 94 94 94 94
Missouri 6s.....	94 94 94 94 94
" H. & St. J. iss.....	94 94 94 94 94
Morris and Essex.....	94 94 94 94 94
" 1st mort.....	101 101 101 101 101
" 2d mort.....	99 99 99 99 99
New York Central.....	75 75 75 75 75
" 7s, S. F. 1876.....	93 93 93 93 93
" 7s, conv. '76.....	93 93 93 93 93
" 6s, S. F. 1883 93.....	93 93 93 93 93
" 6s, S. F. 1887.....	93 93 93 93 93
N. Y. Cen. & Hud. Riv. 100.....	99 99 99 99 99
" certificates.....	95 95 95 95 95
N. York and Harlem.....	145 145 145 145 145
" pref.....	145 145 145 145 145
" 1 M. 7s, 1873.....	145 145 145 145 145



## New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

Th.16.F.17.Sat.18.M.20.Tu.21.W.22

FEDERAL STOCKS:—				
U. S. 6s, 1871, reg.	108	107	108	108
U. S. 6s, 1871, coup.	108	107	108	108
U. S. 6s, 1874, reg.	108	107	108	108
U. S. 6s, 1874, coup.	108	107	108	108
U. S. 6s, 10-40s, reg.	108	107	108	108
U. S. 6s, 1881, reg.	118	117	118	118
U. S. 6s, 1881, coup.	118	117	118	118
U. S. 6s, 81, O.W.L. y.	118	117	118	118
U. S. 6s, 1881, ..	118	117	118	118
U. S. 6s, 5-20s, reg.	112	111	112	112
U. S. 6s, 5-20s, c. 1882-112	112	111	112	112
U. S. 6s, 5-20s, reg. 64	112	111	112	112
U. S. 6s, 5-20s, c. 1884-111	111	110	111	111
U. S. 6s, 5-20s, reg. 68	111	110	111	111
U. S. 6s, 5-20s, c. 1885	111	110	111	111
U. S. 6s, 5-20s, r. n. 68	111	110	111	111
U. S. 6s, 5-20s, c. n. 65-113	113	112	113	113
U. S. 6s, 5-20s, reg. 67	113	112	113	113
U. S. 6s, 5-20s, c. 1887-114	113	112	113	113
U. S. 6s, 5-20s, reg. 68	113	112	113	113
U. S. 6s, 5-20s, c. 68 -114	113	112	113	113
U. S. 6s, Pac.R.R.issue	113	112	113	113

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 21.

W.15.Th.16.F.17.Sat.18.M.20.Tu.21

Catawissa .....				
.. preferred .....	38	38	38	38
Camden and Amboy ..119	119	118	118	117
.. 6s, 1870 .....	96	96	96	96
.. 6s, 1875 .....	96	96	96	96
.. 6s, 1883 .....	90	90	90	90
.. 6s, 1889 .....	94	94	94	94
.. mort. 6s, 1890 .....	94	94	94	94
Elmira & Williamsport ..	98	98	98	98
.. pref. ....	98	98	98	98
Lehigh Navigation .....	35	35	35	35
.. 6s, 1884 .....	85	85	85	85
.. Gold L. ....	90	90	90	90
.. R. R. L. ....	91	91	91	91
Lehigh Valley R.R. ....	58	58	58	58
.. 6s new coup. ....	58	58	58	58
.. 6s new reg. ....	44	44	44	44
Little Schuylkill R.R. ....	54	54	54	54
.. 7s .....	54	54	54	54
Minehill .....	25	25	25	25
Morris Canal .....	82	82	82	82
.. pref. ....	82	82	82	82
.. 6s, 1876 .....	41	41	41	41
North Pennsylvania .....	96	96	96	96
.. 6s, 1880 .....	90	90	90	90
.. 7s .....	90	90	90	90
.. 10s, 1887 .....	110	110	110	110
Northern Central .....	57	57	57	57
Pennsylvania R.R. ....	57	57	57	57
.. 1st M. ....	98	98	98	98
.. 2d M. ....	102	102	102	102
Penn. State, 6s, 1st series ..	105	105	105	105
.. 6s, 2d series .....	112	112	112	112
.. 6s, 3d series .....	112	112	112	112
.. 6s, W. L. ....	104	104	104	104
Philadelphia City, 6s .....	100	100	100	100
.. new .....	100	100	100	100
Philad. Germ. & Nor. ....	83	83	83	83
Phila. & Reading .....	53	53	53	53
.. 7s, 1880 .....	53	53	53	53
Philadelphia and Erie .....	29	29	29	29
.. 6s .....	29	29	29	29
.. 7s .....	93	93	93	93
Schuylkill Navigation .....	18	18	18	18
.. pref. ....	18	18	18	18
.. 6s, 1882 .....	75	75	75	75
.. 6s, 1876 .....	75	75	75	75
.. 6s, 1872 .....	75	75	75	75
Susq. Canal .....	14	14	14	14
.. 6s, 1878 .....	14	14	14	14
Union Canal, pref. ....	14	14	14	14
.. 6s, 1878 .....	14	14	14	14
Hestonville, (Horse) .....	14	14	14	14
Chestnut & Wal. ....	46	46	46	46
Green & Coates .....	46	46	46	46
2d and 3d streets .....	23	23	23	23
Spruce and Pine .....	23	23	23	23
15th and 16th sts. ....	23	23	23	23

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 21.

W.15.Th.16.F.17.Sat.18.M.20.Tu.21

Baltimore City 6s, 1875 .....	95	95	95	95
.. 1880 .....	94	94	94	94
.. 1884 .....	94	94	94	94
Balt and Ohio .....	95	95	95	95
.. bonds, 1875 .....	95	95	95	95
.. 1880 .....	95	95	95	95
.. 1885 .....	95	95	95	95
Marietta & Cin. 1st M. ....	93	93	93	93
.. 2d M. ....	75	75	75	75
Northern Central .....	45	45	45	45
.. bonds, 1885 .....	75	75	75	75
.. 1900 .....	75	75	75	75
N. W. Va. 1st mort. ....	75	75	75	75
.. 2d mort. ....	75	75	75	75
.. 3d mort. ....	75	75	75	75
City Passenger R.R. ....	75	75	75	75

## Boston Stock Exchange.

Actual Sale Prices for the week ending June 22.

Th.16.F.17.Sat.18.M.20.Tu.21.W.22

Boston and Albany .....	148	148	148	148
Boston and Lowell .....	144	144	144	144
Boston and Maine .....	144	144	144	144
Boston and Providence .....	144	144	144	144
Boston, Hartford & Erie ..	5	5	5	5
.. 7s, new .....	32	31	31	32
Cheshire, pref. ....	137	137	137	137
Concord .....	137	137	137	137
Connecticut River .....	137	137	137	137
Eastern .....	137	137	137	137
Fitchburg .....	137	137	137	137
Manchester & Lawrence ..	137	137	137	137
Michigan Central .....	125	125	125	125
Northern, N. H. ....	95	95	95	95
Ogdens & Lake Champ. ....	109	109	109	109
.. pref. ....	109	109	109	109
Old Colony & Newport. 99	99	97	97	97
Ph. Wil. & Baltimore .....	42	42	42	42
Port'd, Saco & Ports. ....	84	84	84	84
Union Pacific .....	84	84	84	84
.. 6s .....	84	84	84	84
.. Land Grant 7s 77 .....	84	84	84	84
.. Income 10s. ....	84	84	84	84
Vermont & Canada .....	103	103	103	103
Vermont & Mass. ....	65	65	65	65
South Boston (Horse) .....	101	101	101	101
Cambridge .....	101	101	101	101
Metropolitan .....	101	101	101	101
Middlesex .....	101	101	101	101
Central Mining Co. ....	101	101	101	101
Copper Falls .....	101	101	101	101
Franklin .....	101	101	101	101
Huron .....	101	101	101	101
Ile Royale .....	101	101	101	101
National .....	101	101	101	101
Pewabic .....	101	101	101	101
Pittsburg .....	101	101	101	101
Quincy .....	18	18	18	18

## London Stock Exchange.

Closing Prices June 3.

June 10.

All. & Gt. West. N. Y. sec. 7 per ct	70	75	68	72
1st mort., 1880 .....	70	75	68	72
Do. do., 2d mort., 1881 .....	70	75	68	72
Do. Penn., 1st mort., 1877 .....	70	75	68	72
Do. do., 2d mort., 1882 .....	70	75	68	72
Do. Consol. 7 per cent. mort. 1890 ..	70	75	68	72
Detroit and Milwaukee 1st mort. 7s ..	70	75	68	72
Do. 2d mort. 8 p. c. ....	70	75	68	72
Erie shares 100 dol. all paid .....	70	75	68	72
Do. sterlg. 6 p. c. convertible bonds 64	70	75	68	72
Do. 3d mort. 7 p. c. 1883 .....	70	75	68	72
Illinois Central, 6 per cent., 1875 ..	102	100	102	102
Do. Redemption mort. bonds 6 p. c. 100	88	92	88	92
Do. 7 per cent., 1875 .....	88	92	88	92
Do. 100 dol. shares, all paid .....	109	110	111	112
Marietta and Cin. R.R. bonds 7 p. c. ..	82	84	82	84
New York Central, 100 dola. shares ..	101	103	101	103
Panama General mort. 7s, 1897 .....	97	99	97	99
Penn. R.R. bonds, 2d mort. 6 per ct. ..	91	92	91	92
Do. General mort. 6 p. c. 1910 .....	44	46	44	46
Do. 50 shares .....	92	94	92	94
Philadelphia and Erie 1st mort. 1881 ..	92	94	92	94
Do. with option to be paid in Phila. ..	92	94	92	94

## American Railroad Journal.

Saturday, June 25, 1870.

## Stock Exchange and Money Market.

The week's business in most lines has been comparatively moderate, and the demand for Money has been on a restricted scale, on the basis of 3@6 per cent. on call, and 5@7 per cent. per annum in the discount form. The offerings of capital have been unusually liberal, especially on private account. The city banks, in their last weekly statement, exhibited a further reduction of over two millions in their legal tender reserve, partly due to remittances to the interior, chiefly to move breadstuffs, with a loss of \$766,438 of deposits, and \$372,152 of specie. They added about \$270,000 to their loan and discount average; and diminished their circulation \$69,545. The U. S. Sub-Treasury reduced its currency balance, last week, about 1 1/4 millions, while adding nearly half a million to its specie hoard. The coin balances under the control of the Treasury Department on Monday were \$109,767,595; and the currency reserves, \$21,556,988. The banks, insurance companies, institutions for savings, trust and railroad companies are now making liberal inter-

est and dividend announcements, payable in July.

The specie reserve of the city banks according to the latest return is \$28,895,971, against \$19,025,444 same time last year. The city bank deposits are now \$219,932,852, against \$186,144,110 week ending June 19, 1869. The legal tender reserve amounts to \$58,120,211, against \$49,612,488 same time last year. The circulation now stands at \$33,072,643, against \$24,198,829 same time last year. The loans are now \$276,689,004, against \$265,341,996 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$83,145,447 a day, against a daily average of \$95,355,343 the preceding week, and \$85,575,445 the week ending with June 4, 1870. The current weeks' exchanges average about 98 1/2 millions a day. The city banks, last week, reported a loss of \$372,152 of specie, \$766,438 of deposits, and \$2,038,959 of legal tender notes. They increased their loans, \$269,428; and reduced their circulation, \$69,545. The city bank exchanges on Wednesday were about 80 millions.

National Bank notes to the amount of \$244,158 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$325,337,324, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$26,034,342, leaving, with the existing 1,614 banks, (having an aggregate capital of \$427,004,247,) an actual circulation at this date, of \$299,302,982. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,273,050; and for the public deposits, \$16,484,000—making a total of \$358,707,050. The Treasury Department last week redeemed and destroyed \$605,200 of worn and mutilated fractional currency, and issued \$952,891 of new.

The U. S. Sub-Treasury receipts, week ending with June 18, were \$3,213,414 in coin, (including \$2,376,000 from customs duties,) and \$5,820,201 in currency; payments, \$2,806,839 in coin, (including \$402,155 of coin interest,) and \$7,079,225 in currency; balance at the close of the week, \$88,287,680 (including \$75,930,089 of coin, and \$9,751,621 of currency,) against \$87,923,661 at the close of the preceding week, showing an increase of \$363,919. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$331,711 in coin, (including \$294,224 from customs,) and \$645,303 in currency; payments, \$70,092 in coin, (including \$44,268 of coin interest,) and \$238,322 in currency. On Tuesday, receipts, \$2,004,425 in coin (including \$253,502 from customs), and \$562,819 in currency; payments, \$136,105 in coin (including \$111,831 of coin interest) and \$259,055 of currency. The balance at the close of business on Tuesday stood at \$90,971,585, (including \$10,462,367 of currency, and \$78,160,029 of coin,) against \$87,747,582 a week previous; and \$88,166,814 on June 7, 1870. The aggregate receipts of the office in May were \$63,496,243, including \$11,985,468 from customs; aggregate payments, \$67,207,341 including \$16,919,624 of coin interest; balance at the close of the month, \$84,520,151, against \$88,231,250 at the close of April.

The U. S. Sub-Treasurer issued in May \$5,409,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,023,949 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was \$89,911,941.

Government revenues have been yielding liberally, in the line of excises, though less satisfactorily in the customs form. The excises, during the week yielded \$5,541,856; customs at the port of New York, \$2,250,949, and at the outports about \$765,000 (in coin) more, making the grand total income for the week equal to about \$8,935,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been \$175,643,883.

There has been but little spirit in the Gold speculation, and the range of the price has been from 112½@113½ leaving off on Wednesday at 112¼. The customs call has been light. The export drain, last week, was considerably under a million dollars. On Tuesday of the current week, the *Cimbria* took out \$74,000 in specie. On Wednesday, the *Scotia* carried off for Liverpool, \$211,000 in specie. On the same day, Government marketed a million of Gold at from 112 60@112 67. The bids reached an aggregate of about 2¾ millions. It was announced at the close that on Monday next, Government would commence disbursing the July coin interest on the public debt. This announcement tended to depress the price, and the market wound up quite heavily.

The coin balance of the Treasury Department on Monday was \$109,767,595, including \$34,094,000 on private deposit; currency balance, \$21,556,988.

The coin balance of the U. S. Sub-Treasury on Thursday morning was \$76,751,814.

The customs demand for Gold last week, averaged \$396,000 a day; thus far, this week, it has averaged \$276,363 a day, or equal to a weekly aggregate of \$1,658,178. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$27,713; and since Jan. 1, 1870, \$7,016,220, against \$8,904,140 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been \$130,840,303 against \$121,768,418, in 1868-'69.

The customs revenue of the port on Wednesday was \$360,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 12th, was \$3,410,000, against \$3,011,000 same time last year.

The exports of specie, from this port, last week, were \$886,448 against \$101,102 same week last year; total, since July 1, 1869, \$31,839,108, against \$35,093,853 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$402,155, and since July 1, 1869, \$86,073,572 against \$86,973,586 in 1868-'69.

The specie exports from San Francisco, from Jan. 1 to June 12th, were \$15,916,000, against \$15,608,000 same time last year.

The actual coin interest-payments of the Sub-Treasury on Wednesday were \$55,914.

Foreign Exchange has been quite moderately dealt in, and has shown less buoyancy as to rates.

Bankers' sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.20c. @5.15; sight bills on London to 110@110¼, and on Paris to 5.14½c.@5.12½. The offerings of produce bills have been moderate since our last. The week's exports of domestic produce have been to the currency value of \$3,370,111, making the total since July 1, 1869, \$194,591,256, against \$163,828,934 same time preceding fiscal year.

Government securities have been generally well supported in price, on very light offerings, but the dealings have reached an unusually small daily average, and the market closed tamely, pending definite action on the funding and currency bills now before Congress. At the close, there was rather more demand noted for the Sixes 1881; the later 5-20s, and the currency Sixes, at the ruling figures.

U. S. sixes of 1881 closed here at 118½@118¾; U. S. Five-twenties of 1862, 112@112½; U. S. Five-twenties of 1864 at 111¼@111½; U. S. Five-twenties of 1865 at 111¾@111½; U. S. Five-twenties of 1865 consolidated, 113¾@113½; U. S. Five-twenties of 1867, 113¾@114; U. S. Five-twenties of 1868, 113¾@114; U. S. Ten-forties at 108¾@108½; U. S. Six per cent. currency bonds, 114¼@114½.

State bonds have been in fairly active demand at decidedly buoyant prices.

Railway bonds have been in fair request, including Central Pacific Sixes, which closed at 93¾@93½. Union Pacific Sixes at 87¾@87½.

Railway and miscellaneous share property has been moderately active but quoted, unsettled in price. The later dealings showed a depressed and yielding market.

At Frankfort on Wednesday U. S. Five Twenties closed at 96¼; and Central Pacific First Mortgage Bonds at 77½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 8.	June 15.	June 22.
Consols .....	92¾	94¾	92¾@92½
U. S. 5-20's of 1862....	89½	90¼	90
U. S. 5-20s, 1865.....	88¾	88¾	89¾
" 1867.....	91	91¾	88¾
" 10-40s .....	86½	87¾	87¾
Erie.....	18½	18¼	19½
Ill. Central.....	111½	114	113¼
At. and Gt. West.....	30	28	28½

There has been less animation in the line of domestic produce, and less buoyancy has been noted in values. The breadstuff movement has been less extensive. Middling upland cotton closed tamely on Wednesday at 21¾ cts. per lb. The stock of cotton now here is given at about 45,000 bales. The receipts at the port this week, have averaged about 1,750 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,767,100 bales, against 2,012,375 bales in 1868-'9; exports, same time 2,050,300 bales, against 1,400,950 bales same time in 1868-'9; stock on hand at latest dates, 213,550 bales, against 88,500 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 7,551 pkgs., against 14,468 pkgs., same time in 1869. From Boston, 1,790 pkgs. in 1870, against 4,218 pkgs. same time in 1869.

At the Live Stock markets, this week, Beesves have been in less demand at from 10@16½c. per lb.; week's receipts, 8,185. Milch cows continue

very quiet, at \$40@100 each, receipts, 103. Veal calves have been less active at from 6@11c. per lb.; receipts, 4,241. Sheep have been in limited request at from 4@7½c.; lambs at 8@13c. per lb.; receipts, 16,608. Swine dull at 9¼@9¾c. per lb., all live weight; receipts, 20,838.

Foreign goods have been in less general request at, however, about previous rates.

Ocean freight have been less active, and less firm. For Liverpool we quote flour at 1s. by sail, and 1s. 3d. @ 1s. 6d. by steamer, per bbl.; grain at 4½d. by sail, and 4¾@5d. by steamer, per bushel; cotton at ½d. @ ¾d. by sail and ½d. by steamer per lb.; and heavy goods 12s. 6d. @ 25s. by sail, and 17s. 6d. @ 35s. by steamer, per ton. For Havre, flour at 65c., gold, per bbl.; and wheat, 8@8½d. per bushel. Total number of vessels in port on Wednesday, 451.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending June 21, and since the beginning of the year:

	1869.	1870.
For the week.....	\$4,427,581	\$3,370,111
Previously reported....	79,585,422	80,115,569

Since Jan. 1.....\$83,962,953 \$83,485,680

The imports for the week ending June 18, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods .....	\$861,495	\$1,165,846
Gen. merchandise.....	5,494,236	5,272,815

Total for the week....\$6,355,731 \$6,438,661  
Previously reported....145,963,854 135,188,014

Since January 1.....\$152,319,585 \$141,626,675

The balance in the Sub-Treasury on Wednesday was \$89,811,941 46.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—North Carolina 6s, special tax, 25½; South Carolina 6s, new, Jan. and July 83; Alabama 8s, 101½; do., 8s, R. R. bonds, 97½; Louisiana 6s, 77½; do. 6s, Levee bonds, 76½; do. 8s, Levee bonds, 95½; Georgia 7s, 96½; Arkansas 7s, issued to L. R. and F. S. R.R., 75½; Brooklyn 6s, W. L., 95; Ohio and Mississippi consol. bonds, 91¾; St. Louis and Iron Mt., R. R., 49; do., 1st mort., 89¾; New York and New Haven 6s, 97; Toledo, Peoria and Warsaw 1s mort., W. D., 82½; Quincy and Toledo 1st mort., 84; Pacific R.R. 7s, guar. by Mo., 98; Milwaukee and St. Paul 1st mort., Iowa Div., 90; Chicago and Gt. Eastern Income bonds, 41; Central of New Jersey new bonds, 102¾; North Missouri 1st mort., 89; Great Western (Ills.) 1st mort., 1888, 90; Chicago and Milwaukee 1st mort., 93½; Rome Watertown and Ogdensburg R. R., 120; New Jersey R. R., 118¾; Long Island R. R., 62; Adams Exp. Co., 66; Wells-Fargo Exp., 17; Am. Mer. Union Exp., 47; U. S. Exp., 45; Western Union Telegraph, 34¾; do., 7s, 88; Atlantic Mail S. S. Co., 85¼; Consol. Coal Co. of Md., 27½; Maryland Coal, 31; Benton gold, 00.9; Black Hawk gold, 0.30; Consol. Gregory gold, 1.20; Casco gold, 0.90; Central gold, 0.29; Grass Valley gold, 0.33; Liberty gold, 0.02; La Crosse gold, 0.12; Quartz Hill gold, 0.30.

*Philadelphia.*—Wyoming Valley Canal, 20; Chesapeake and Delaware Canal, 40; Lehigh Nav.



Conv. Loan, 80; Penn. and New York Canal 7s, 92; Oil Creek and Allegheny River R. R., 47; do., bonds, 81¼; Pennsylvania R. R. Gen. mort., coupon, 96; West Jersey R. R. 7s, 96½; do. 6s, 93; Junction 2d mort., 90; Germantown Passenger R. R., 30; Daizell oil, ½; Corn Planter oil, 1½; New Jersey State 6s, 105; Pennsylvania State 5s, 138¼; do., 6s, Inclined Plane Loan, 111; Philadelphia City 5s, 1871, 98½. The latest quotations are: City 6s, 98@98¾; do., free of tax, 100¼@100¾; State 5s, coupon, 103@—; do., 6s, W. L., 105½@—; do. 1st series, 106@—; do., 2d series, 109@—; do., 3d series, 112½@—; Reading 53¾@53¾; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 93@—; Camden and Amboy, 118½@119; do., mort. 6s, 1889, 94@94½; do., 1883, 93@94; do., 1889, 89@90¼; Penn. R. R., 58¾@58½; do., 1st mort., 102@103; do., 2d mort., 98@98½; Little Schuylkill R. R., 45@45; Morris Canal, 25@30; do., pref., 70@72; do., 6s, 82½@83; do., scrip 7s, 68@—; Susquehanna Canal, 8@—; do., 6s, 45@50; Schuylkill Nav., 8@8½; do., pref., 18@18½; do. 6s, 1882, 72¼@73; Elmira and Williamsport pref., 40@45; do., 7s, 1873, 95½@96½; do., 5s, 60@61; Lehigh Coal and Navigation, 34¾@35; do., 6s, 1884, 85¾@87½; do., R. R. Loan, 90¾@91¼; do. Gold Loan, 89@89½; North Pennsylvania, 41@43; do., 6s, 96@96½; do., 7s, 90@90½; do., Chattle 10s, 110@110½; Philadelphia and Erie, 29¾@29¾; do., 6s, 91@92; Minehill, 54@54½; Catawissa, 14@16; do., pref., 37¼@38½; Lehigh Valley, 58¼@58½; do. 6s, 98@100; do., 6s, reg., 95@97; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@49; Thirteenth and Fifteenth, 22¾@23¼; Spruce and Pine, 23½@24; Green and Coates, 39@39; Chestnut and Walnut, 45½@46; Hestonville, 15@15½; Union, 43½@45.

**Boston.**—Rutland R. R., pref., 76; Summit Branch R. R., 42; Cincinnati, Sandusky and Cleveland, R. R., 35; do., 7s, 1900, 76; Connecticut and Passumpsic Rivers R. R. pref., 92¾; do., 7s, 1876, 94¼; Eastern (N. H.) R. R., 117; Norwich and Worcester R. R., 106¼; Indianapolis and Cincinnati R. R., 17; Kalamazoo, Allegan and Grand Rapids 8s, 95½; Cedar Rapids and Missouri 7s, 1916, 87¾; Old Colony and Newport 7, 103¼; Vermont and Massachusetts 6s, 94; Danvers R. R. 6s, 1875, guar., 100; Michigan Lake Shore R. R. 1st mort. 8s, 1889, 92½; Vermont Central and Vermont and Canada 8s, 1889, 104½; Vermont Central 1st mort., 86½; Northern (N. H.) R. R. 6s, 1874, 98¾; Lowell Horse R. R., 36; Cary Imp. Co., 7½; Boston Water Power Co., 17; Massachusetts 6s, 5-20s, currency, 100¾; Connecticut 6s, 1881, 99; Maine 6s, 1883@1889, 98¾; Rhode Island 6s, 1882, 100½; Chicago 7s, River Imp., 97¼; do. Municipal, 98; Cook Co., Ills., 7s, 1880, 96¾; do. 1885, 97; St. Louis County 7, 97¾; Calais 6s, 1876, 90; Portland 6s, 1887, 91½; Fall River City 5s, 1872, 98; do. 1877, 91¼; Charlestown 5s, 1877, 91¼; Bath 6s, 1891, 88¾; Boston 5s, 1883, gold, 97¼; do. 1878, 99¼; Albany 6s, 1890, 93; Hancock Mining Co., 1.

**Baltimore.**—Northern Central R. R. 6s, gold, 1900, 99; Western Maryland 2d mort., pref., 66; Orange and Alexandria 4th mort., 76; do. 3d mort., 85; Orange, Alex. and Manassas bonds, 81; Pittsburg and Connellsville bonds, 93¼; Virginia 6s, old, reg., 55; do. 1866, 64½; do.

1867, 61½; Memphis City 6s, 54¾; Bare Hill Mining Co., 0.23. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 141@142; do., 6s, 1875, 96@96¾; do., 1880, 96@97; do., 1885, 94¾@96; Northern Central 45@46; do., 6s, 1885, 93@95; do., 1900, 87@87¼; do., 6s, 1900, gold, 98@99; Parkersburg Branch, 23@26; N. W. Va. 1st mort., 96@—; do. 2d mort., 95½@97½; do., 3d mort. 1885, 93@93¾; Marietta and Cincinnati 7s, 1892, 94¼@95; do., 2d mort., 76@76¼; Central Ohio, 24@26½; do., 1st mort., 84¼@84¾; Western Md. 6s, 1890, 77@79; do., guar., by Baltimore City, —@—; do., 2d mort., guar., —@—; do., 6s, pref., 65@66½; do., 6s, guar., by Washington Co., 82½@85; Richmond and Danville bonds, 77½@80; Orange and Alexandria 1st mort., 6s, 79@79½; do., 2d mort., 6s, 79½@81; do. 3d mort., 8s, 85@85; do., 4th mort., 8s, 75¼@76½; Orange, Alexandria and Manassas 7s, 80½@81; Virginia and Tennessee 8s, 85@89¼; do., 6s, 1st mort., 85@—; do., 6s, 2d mort., 75@76½; Baltimore 6s, 1875, 95@95½; do., 1884, 94@96; do., 1890, 94¼@94¾; do., 1893, 93@94¼; do., 5s, 1838-70, —@90; Memphis City 6s, 55½@55; Maryland Defense Loan, 1883, 101¼@102; City Passenger R. R. 22@23¾; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.50; Bare Hill, 0.21@0.25.

#### Little Rock and Ft. Smith Railroad.

The Little Rock Gazette says the grading to Lewisburg is completed, and there only remains Cadron bridge to be finished to have this distance ready for the rails. That will be accomplished in ten or fifteen days. Grading on the 5th and 6th divisions will also be completed during the present month, and the 7th and 8th by the 15th July, making the distance of 80 miles. Trains will run to Piney by the time the cotton crop begins to come in. A steamer is about leaving New Orleans with iron, and upon its arrival track laying will be pushed forward rapidly.

H. R. Pierson having resigned his position as Vice President and General Manager of the Chicago and North Western Railway Company, Geo. L. Dunlap, for many years General Superintendent of the road, has been appointed General Manager in his place, while the Vice Presidency has been filled by M. L. Sykes, of Chicago, and will not be of an active character as heretofore. John C. Gault, for many years Assistant General Superintendent and General Freight Agent, has been made General Superintendent, in place of Dunlap.

The following gentlemen have been elected directors of the Chicago, Danville and Vincennes Railroad Company for the ensuing year: James W. Elwell, James D. Fish, W. D. Judson, Amos Terry and Mathew Taylor, New York; Jarvis Williams, Boston; N. F. Merrill, Chicago; William Young, Valparaiso, Ind., and Alvan Gilbert, Rossville, Ill. W. D. Judson was elected president, Amos Terry vice-president, and Frederick E. Jones secretary.

The Kent News understands that the Directors of the Kent County Railroad have made arrangements for iron sufficient to lay the track from Kennedyville to Dwyer's, to which point it is expected to have the road in operation by the first of August.

#### Ohio and Michigan Railroad.

This company was organized on the 9th inst., by the election of the following gentlemen as directors: Gen. Hiram Walbridge, J. Edwin Conant, Henry Clews, D. Randolph Martin, New York; Hon. Richard Mott, H. S. Walbridge, M. R. Walte, Toledo; John D. Loomis, John T. Huss, L. Hall, Tiffin. The following officers were elected: President, Gen. Hiram Walbridge; Vice-President, John E. Conant; Treasurer, Henry Clews; Secretary, Harry M. Bishop; chief engineer and general superintendent, J. H. Sargeant. The road is to extend from some point on the Ohio River to Lexington, Crestline, Tiffin and Toledo, in Ohio; Ann Arbor, Mich., and thence to Owasso and to the mouth of the Manistee River, on Lake Michigan.

#### Canadian Air Line Railway.

A meeting of the Provisional Directors of the Canada Air Line Railway from Glencoe to Buffalo was held at the Great Western Railroad general office, Hamilton on the 3d inst., for the purpose of organizing the company, at which the Hon. W. McMaster was elected Chairman: Jos. Price, Secretary; Geo. Lowe Reid, Chief-engineer, and A. Irvine, Solicitor. A communication was received from the Great Western Company, announcing their determination to construct the line forthwith without applying to the municipalities for bonuses, thus placing beyond doubt the completion of the road, the necessity for which has been long felt in the section of the country to be accommodated.

In the suit of Daniel Lyons against the Erie Railroad Company, to recover \$50,000 for personal injuries sustained by the Carr's Rock disaster, on April 13, 1868, the jury, after two hours' deliberation, returned a verdict for the plaintiff for \$20,000. Judge Murray, in his charge to the jury, said that the company as common carriers were by law under obligation to keep their road in perfect order, and were responsible in damages for the result of any negligence; and according to the testimony the company was guilty of negligence.

The New York Canal Board at its recent session, adopted a resolution that on and after the 20th day of June, 1870, car-axes, boiler iron, iron and steel in bars and bundles, and all articles exclusively manufactured of wrought or rolled iron not specifically enumerated in the toll-sheet, when cleared at tide water, be charged at the rate of one half of one mill toll per 1,000 pounds per mile.

The Exeter and Salisbury Railroad, which lies mostly in the State of New Hampshire, and runs through the town of Exeter, Kensington and South Hampton to connect with a branch of the Eastern road at Amesbury Mills, is likely to be put under contract the present summer, and finished next year. Its cost will not be great, as its length is only some dozen miles: and the stock is mostly taken already.

A company has been organized with Geo. D. Prentiss of Pennsylvania, as President, to build a railroad from Washington to Fredericksburg, uniting with that to Richmond. The work will be immediately commenced and completed by December next.

## Journal of Railroad Law.

## RAILROAD COMPANIES, WHEN RESPONSIBLE FOR COLLISIONS EFFECT OF STATUTE—PUBLIC SAFETY.

The facts in the late case of *Lafferty vs. Hannibal and St. Joseph Railroad Company*, (44 Mo. 291,) are fully and clearly stated in the following opinion by

WAGNER, J.—This was an action for damages, and asking for the statutory penalty. The petition, in substance, states, that plaintiff's horses got on the track of defendant's railroad where it was not fenced, and where there was no road crossing, and, while so on the track, they were frightened by the cars and engine of the defendant; and getting off the track of said railroad, they were injured.

They sustained a demurrer to this petition, and, on appeal to the District Court, the decision of the Circuit Court was reversed.

The only question requiring consideration is the true meaning and proper construction to be placed upon the forty-third section of chapter 63, Gen. Stat. 1865. That section declares that every railroad corporation formed or to be formed in this State, and every corporation formed or to be formed under that chapter, shall erect and maintain good and substantial fences, on the sides of the road where the same passes through, along or adjoining inclosed or cultivated fields or uninclosed prairie lands, of the height of at least five feet, with openings or bars and gates therein, and farm crossings of the road, for the use of the proprietors or owners of the land adjoining such railroads; and also to construct and maintain cattle guards at all railroad crossings where fences are required as aforesaid, suitable and sufficient to prevent horses, cattle, mules, and all other animals from getting on the railroad. The section further provides that until such fences, openings, gates or bars, farm crossings or cattle guards shall be duly made and maintained, such corporation shall be liable in double the amount of all damages which shall be done by its agents, engines or cars, to horses, cattle, mules, or other animals on said road.

There was no collision on the road, and the animals were not injured by any actual contact; but, being on the track of the road, they were frightened by the train, and, in running, hurt themselves while jumping off the track.

There is an admission in the record that, where the accident occurred, the road was not fenced or inclosed as required by statute. In such case negligence is an inference of law, and the defendant will be held liable absolutely, without regard to that question, if the injury happened or the damage resulted in a manner contemplated by the above section.

In Indiana they have a statute on the same subject, differing somewhat in phraseology from ours, but in substance and effect identically the same. Under that statute the plaintiff brought suit for the injury done to the mare. The facts were that, at the sound of the whistle on the approaching train, the mare ran on the track before the train until she came to a culvert, and then jumped so as to clear the culvert, and fell on one side of the track. In falling, the mare's left leg was broken, and she was otherwise injured. She was not touched by the locomotive or any part of the train. Upon these facts the court decided that

the statute contemplated a direct injury, that the words "shall be killed or injured by the cars or locomotive or other carriages" etc., imported the idea of actual collision, and that it would not be consistent with the intent of the act to give them such an exposition as would cover a case of consequential damage. (*The P. & C. R. R. vs. Haskett*, 10 Ind. 409.)

Redfield, in the last edition of his work on railroads, quotes the foregoing case as authority, and lays down the rule, that the liability of a railroad, where the company has failed to fence as required by statute, does not extend to animals injured by fright. (*Redf. on Railroad* 493.) Hillard says if a horse takes fright at the noise of a train, not caused by any unusual or unreasonable operation, the company is not liable; and to sustain this position he cites *Burton vs. Philadelphia*, etc., 4 Harr. 252; *Burdentown*, etc., vs. *Camden*, etc., 2 Harr. 314. These cases to which reference is made are not accessible at this place, and we have had no opportunity of examining them. The same author also refers to the case in 10 Ind. as settled the law that a statute making railroad companies liable for injuries to domestic animals whether negligent or not, does not apply to an injury from fright, where the animal is not touched. (2 Hill Torts 372 § 46.)

The counsel for the plaintiff relies strongly on the case of *Moshier vs. Utica and Schen. R. R. Co.* (8 Barb. 427); but that case seems to have been directly overruled in *Coy vs. the same defendant* (22 Barb. 643), and neither of the cases has any particular bearing on the question, we are now considering.

The statute was passed not exclusively for the benefit and protection of owners of stock who were liable to suffer loss and damage, but also as a public regulation for the safety of passengers and the traveling public, who are exposed to danger and peril in case of collision.

The court recently quoted with approbation the remark of the New York Court of Appeals in *Ernst vs. Hudson River R. R. Co.*, (35 N. Y. 9) on a kindred question, that the failure of a railroad company to comply with its statutory duty to give the signals at the crossing of a highway was a breach of duty to the passengers, whose safety is imperiled, as well as to the wayfarer, whom it exposed to mutilation and death. (*Rohback vs. Pacific R. R.*, 43 Mo. 187.)

In construing the statute we must examine the whole object which led to its enactment. The words are that the company shall be "liable in double the amount of all the damages which shall be done by its agents, engines, or cars, to horses, cattle, mules or other animals on said road." It seems to me plain that a direct or actual collision was contemplated; that where the agents of the road ran the locomotives or cars against any animal, and thereby injured it, or in any other manner it was hurt by actual contact or touch, then the company should be responsible for the penalty; otherwise not.

I am therefore of the opinion that the judgment of the District Court should be reversed.

The other judges concur.

A survey of a railroad from Gardiner, Me., to the military asylum at Togus, Augusta, has been made.

## Memphis and Little Rock Railroad.

The *Memphis Avalanche* contains what it styles "a rose colored view of the situation from managerial sources" in regard to the condition, prospects for early completion, rolling stock, bridges, etc., of this road. It says that from the point four miles west of L'Angeuille river, where the track ends, there are fifteen miles of road graded and ready for the ties and iron. When the iron is laid down on these fifteen miles of road the cars will run to the point where the military road crosses, on the way to Clarendon on White river. A good dirt road runs from this point to Clarendon on which heavy freights can be carried on wagons. There remains from this point only sixteen miles of road to grade and iron in order to close up the gap and make through connections with Little Rock. Midway, between this point on the military road and Devals Bluff, winds Cache river with its swamps. Through this section the work of driving piles is rapidly going forward, two powerful pile-drivers being used on the work. Six miles of piling will have to be completed before the road is finished. From five to six hundred feet of piling are put through each day. The company has between three and four hundred men employed on the road engaged in these respective works. Four thousand tons of iron is in New Orleans, *in transitu*, and already delivered at Hopefield, besides 150 kegs of spikes. The officers say this is amply sufficient—that the cars will be running to the military road by the 15th of July, and the entire road finished by October or November.

## Manufacture of Iron and Steel in the United States.

From the fifth annual report of Mr. Henry McAllister, Jr., Secretary of the "American Iron and Steel Association," to be submitted at the annual meeting, to be held at the office in Walnut street next week, we have condensed the following interesting facts in reference to the manufacture of iron and steel during the year 1869. The report, after referring to the efforts made by the association in reference to the question of tariff, set forth that in the States north and east of Pennsylvania the production of anthracite iron in 1869 was 269,256 tons, as follows: New Jersey, 54,201 tons; New York, 210,855; Massachusetts, 4,200.

The production of anthracite iron in these States has arisen from 64,969 tons in 1864 to the quantity above given.

The production of anthracite pig iron in Pennsylvania in 1869 was 602,739 tons. Of this quantity 300,916 tons was made in the Lehigh region; 150,400 tons in the Schuylkill region; 123,273 tons in the Upper Susquehanna, and 118,141 tons in the Lower Susquehanna. This product exceeds by 20,784 tons, or 3.09 per cent. that of 1868, or 36½ per cent. that of 1867. Within the past three years 14 furnaces have been erected in the Lehigh region, increasing its capacity about 140,000 tons. The following shows the whole product of anthracite pig iron in Pennsylvania for the past eight years: In 1862, 370,304 tons; 1863, 433,072 do.; 1864, 519,690 do.; 1865, 377,443 do.; 1866, 573,759 do.; 1867, 594,270 do.; 1868, 671,955 do.; 1869, 692,739 tons.

The total product of anthracite pig iron in the United States in 1869 was as follows:

	Tons.
Massachusetts .....	4,206
New York .....	210,855
New Jersey .....	54,201
Pennsylvania .....	692,739
Maryland .....	9,155

Total .....

971,150  
The production of bituminous coal and coke pig iron in 1869 amounted to 553,341 tons, an increase of 213,341 tons, or 62.74 per cent. over



that of 1868. Of the whole amount about 250,000 tons of this class of pig iron were made in Pennsylvania.

In 1864 the production of bituminous and coke iron was 54,485 tons, since which the annual average increase has been 54 per cent. The progress made by this branch of business in several localities during the past few years is very great. In 1864 there were eleven furnaces of this class in the Shenango Valley, Pa., the oldest of which was erected in 1844. During the five following years to 1869, inclusive, there were erected ten additional anthracite furnaces, having a capacity of 85,000 to 95,000 tons. During the same time three charcoal furnaces were built in the Valley, with a capacity of 8,000 tons.

The production of charcoal iron in 1869 amounted to 392,150 tons, as follows:

	Tons.
New England States .....	38,000
New York, New Jersey, Pennsylvania and Maryland .....	134,000
Western States .....	206,500
Southern States .....	13,650

This quantity exceeds by 22,150 tons, or about 6 per cent, the product of 1866.

The product of the rail mills of the country during the year 1869 was as follows:

	Tons of 2,000 lbs.
Massachusetts .....	32,238
New York .....	75,463
Pennsylvania .....	319,653
Maryland .....	27,328
Ohio .....	41,837
Kentucky .....	7,817
Michigan .....	6,885
Illinois .....	53,261
Wisconsin .....	8,680
Other States .....	16,424

Total.....593,586

During 1869, the rails imported from Great Britain amounted to 336,500 tons, an increase of 36,340 tons, as compared with 1868.

The product of the rolling mills, other than rails, for 1869, was 642,420 tons, as follows:

	Tons.
Merchant, bar and rod .....	292,500
Sheet .....	36,320
Plate .....	78,000
Hoop .....	17,200
Nails and spikes .....	146,400
Axles and other .....	72,000

The product of the forges and "bloomeries" in 1869 was 69,500 tons; of steel of all kinds, 35,200 tons.—*Philadelphia Ledger*, 15th.

#### New York Western Railway:

On the 8th instant, a meeting of railroad officers and other railroad men was held at Cedar Rapids, Iowa, and articles of incorporation, under the laws of Iowa, were adopted, organizing a company called the "New York Western Railway," for the construction and operating of one or more railroads through New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska and Missouri, to connect with the termini of the Union & Northern Pacific Railroads; and connecting and consolidating with the Pennsylvania Western Railway, in Pennsylvania; the North American Railway Company, in Ohio; the Fort Wayne & Pacific Railway Company, in Indiana; the Muscatine, Kewanee & Eastern Railroad Company, in Illinois; and such other railroads as may be acquired by purchase or otherwise. The capital stock is to be forty millions. The number of directors to be not less than fifteen, nor more than eighteen. Till the fourth Wednesday in June, 1872, the following named persons are to be directors, viz: George Green, Wm. H. Merritt, J. E. Abbott, D. Hammer, J. L. Bevier and Wm. Green, of Iowa; E. V. Bronson and S. O. Dent, of Illinois; R. S. Diggins and J. M. Stackhouse, of Indiana; R. G. Pennington and Wm. H. Gibson, of Ohio; Henry Clews, Henry Weston and H. H. Boody, of New York. Meetings of stockholders, after the year

1871, are to be held annually, on the fourth Wednesday in June, at Cedar Rapids, Iowa. The principal place of business is to be at Cedar Rapids. Directors may also meet in New York city and at Fort Wayne. George Green was elected President; E. V. Bronson, Vice President; Henry Weston, of New York, Treasurer, and L. Edwards, Secretary. The Executive Committee consists of Geo. Green, E. V. Bronson, R. S. Diggins, R. G. Pennington, Henry Weston, J. E. Abbott, and Wm. H. Merritt. The directors meet at Fort Wayne on the 29th inst., to complete the consolidation.—*Western R. R. Gazette*, June 18.

#### Sabula, Ackley and Dakota R. R.

The extension of the Western Union Division of the Milwaukee and St. Paul Railway into Iowa, appears to be a settled fact. At a meeting of the directors of the latter company at St. Paul on the 4th inst., the following resolutions were adopted:

*Resolved*, That this Board enter into a contract with the Sabula, Ackley & Dakota Railroad Company, of the State of Iowa, to take a conveyance of said Sabula, Ackley & Dakota Railroad, and complete the same from Sabula to Marion, and operate it as part of the said Western Union Railroad upon the condition that said Sabula, Ackley & Dakota Company shall on its part, without expense to the Western Union Railroad Company,

1st. Procure the right of way.

2nd. Shall locate said road and prepare it ready for the superstructure.

3d. Shall locate said road and do all the work, under the direction of an engineer, to be appointed by the Western Union Railroad.

4th. Convey the same by a good and sufficient conveyance to the Western Union Railroad Company:—

And in order to enable said Sabula, Ackley & Dakota Railroad Company to so complete said road ready for the superstructure—the Western Union Railroad Company will contribute and pay to said Sabula, Ackley & Dakota Railroad Company three thousand dollars per mile from Sabula to Marion; said advances to be made from time to time, as the engineer in charge of said work shall report to said Western Union Railroad that such amount for any given number of consecutive miles, not less than ten, commencing at the river, will complete the same ready for the superstructure.

It being expressly understood that such advances are to be a lien, charge and incumbrance on said road, prior and superior to any claims until said road shall be conveyed to said Western Union Railroad Company.

*Resolved*, That this Board enter into a contract with the Sabula, Ackley & Dakota Railroad Company, of Iowa, to take a conveyance of said railroad, from Marion westerly by way of Grundy Centre and Ackley, and to furnish the superstructure and operate the same: Provided, that said Sabula, Ackley & Dakota Railroad Company shall first procure the right of way and prepare said railroad ready for the superstructure—except bridges—and convey the same by a good and sufficient deed of conveyance to the Western Union Railroad Company, and that they will accept, complete and operate any ten consecutive miles thereof, commencing at Marion, as fast as completed ready for the superstructure after said railroad shall have been completed to Marion, and provided further, that said road shall be located and built under and in pursuance of the direction of an engineer of the Western Union Railroad Company.

At a recent sale by Messrs. Thomas & Son, Philadelphia, 253 shares Original (being equal to 506 shares new) Stock of the West Branch and Susquehanna Canal Company, brought \$6 50; 20 shares Junction and Breakwater Railroad Company, \$10; 20 shares Steubenville and Indiana Railroad, old, \$6.

#### Bridges over the Alabama River.

The following is a copy of an Act passed by Congress entitled an Act to establish certain post roads in the State of Alabama and for other purposes:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress be, and the same is hereby, given to the erection of a draw bridge over the Alabama River, near the city of Selma, by the Western Railroad Company of the State of Alabama, in accordance with an act of the Legislature of said State incorporating said company.

SECTION 2. *And be it further enacted*, That the consent of Congress be, and the same is hereby, given to the erection of a draw-bridge over the said river, above the city of Montgomery, by the South and North Alabama Railroad Company, in accordance with the act of the legislature incorporating said company. *Provided*, That said draw bridges shall be respectively constructed so as to cross the streams at right angles with the current, and the approaches to such draws shall be protected by piers or other means that boats may enter the draws with safety in such a manner or otherwise as not materially or substantially to obstruct the free navigation of said river.

SECTION 3. *And be it further enacted*, That Congress reserves the right to withdraw the assent hereby given, as to either or both of said companies, in case the free navigation of the said river shall be at any time materially or substantially obstructed by either or both of said bridges.

SECTION 4. *And be it further enacted*, That said bridges, when completed in the manner specified in said acts of incorporation, shall be deemed and taken to be legal structures, and shall, with the railroads of which they are parts, be post roads for the transmission of the mails of the United States.

Approved June 8, 1870.

#### Railroad Freight Charges

At a meeting held in Cincinnati on the 21st inst., of the General Freight Agents of the Cincinnati, Hamilton and Dayton, Ohio and Mississippi, Little Miami, Pittsburg, Cincinnati and St. Louis, Baltimore and Ohio, Indianapolis, Cincinnati and Lafayette, Illinois Central, Jeffersonville, Madison and Indianapolis, Evansville and Crawfordsville and Louisville, Cincinnati and Lexington Railroads, freights to New York by rail were arranged on fourth class, as follows; From Cincinnati, 45 cents; from Louisville, New Albany, Evansville and Cairo, 55 cents; from the lower Ohio points and Nashville and Clarksville, 65 cents. The new tariff is to go into operation July 1, 1870.

#### Cairo and Fulton Railroad.

About half a mile of this road is graded opposite Little Rock. There are about 60 teams and 100 to 125 men employed in grubbing, clearing away and grading, and the force is being augmented as rapidly as possible. The engineers have located the line a distance of ten miles, and the survey has been pushed fourteen miles.

The Snow Hill *Shield* says that the Worcester (Md.) railroad will be commenced in a few days, and the work actively prosecuted to an early completion under the superintendence of the President of the Wicomico and Pocomoke road.

The Baltimore *American* says that the route to the Western Maryland Railroad from Hagerstown to Williamsport has been definitely located, and will be put under contract immediately.

Governor Baldwin of Michigan, has issued his proclamation convening the Legislature of that State on the 27th of July next. The occasion of this season is that there may be submitted to a vote of the people such an amendment to the constitution of the State as may admit of the lending of the State aid to railroad corporations, the Supreme Court of Michigan having lately adjudged all laws authorizing the extension of such aid to be unconstitutional and void.

B. J. DORSEY, Esq., Commission Merchant, 41 and 42 California st., San Francisco, Cal., desires us to state that he is now prepared to furnish Chinese laborers at \$14 gold per month—the employers boarding the laborers.

Messrs. Smith & Reindollar, Contractors, Tanyetown, Carroll Co., Md., will receive proposals until July 1, 1870, for the Bridge Masonry of Pipe Creek Bridge, on the Frederick and Pennsylvania Line Railroad.

CHARLES KELLOGG.  
THOS. C. CLARKE.

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**Kellogg, Clarke & Co.,**  
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Of Iron Bridges, Viaducts, Roofs  
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THE COUPONS DUE JULY 1, 1870, on the BONDS OF THE STATE OF ARKANSAS, will be paid on and after that date at the American Exchange National Bank, New York.

D. B. SICKLES,  
Financial Agent.

OFFICE OF THE  
RED RIVER CONSTRUCTION COMPANY,  
Minneapolis, Minn., June 16, 1870.

### Notice to Contractors.

Proposals will be received by the Red River Construction Company, at its office in Minneapolis, for the grading, bridging, trestle and timber work, piling and furnishing ties on the First Division of the Northern Pacific Railroad across the State of Minnesota, (a distance of 230 miles,) at any time after the 25th day of June, 1870; and the work will be awarded and commenced as fast as the line of railroad is located by the Railroad Company's Engineers.

Two-thirds of the line is through a timber country, and is excellent winter work. The soil is principally loam, sand and gravel.

Proposals are invited from contractors of ability and experience, in sections of from one to forty miles. Profiles of the work may be seen at the office of this Company. The entire work is to be completed by the first day of July, 1871.

**RED RIVER CONSTRUCTION CO.,**  
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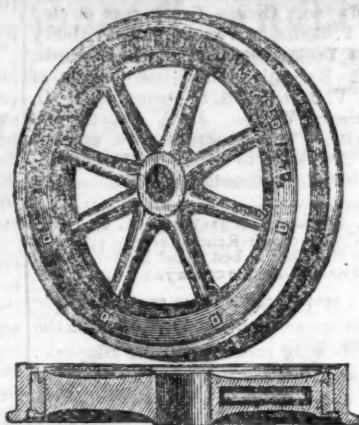
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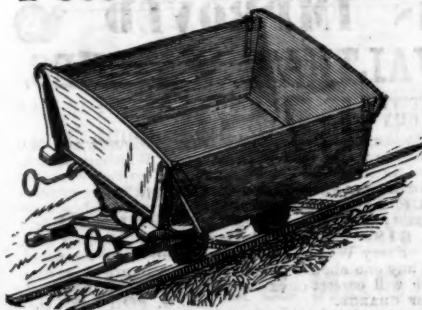
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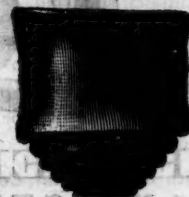
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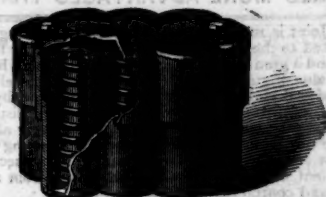
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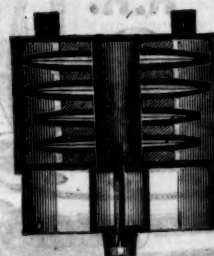
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.  
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